

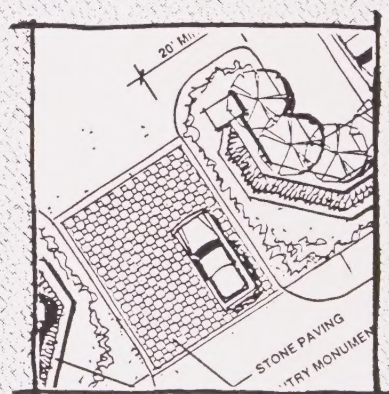
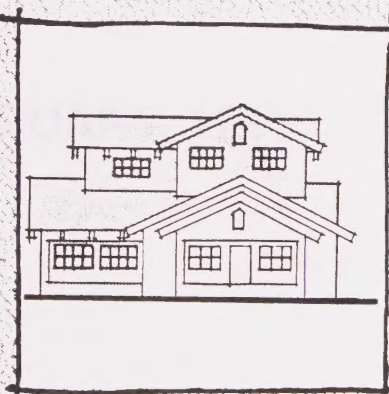
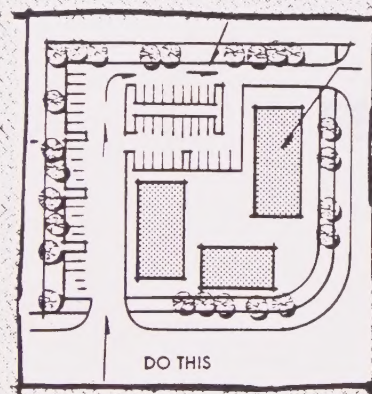
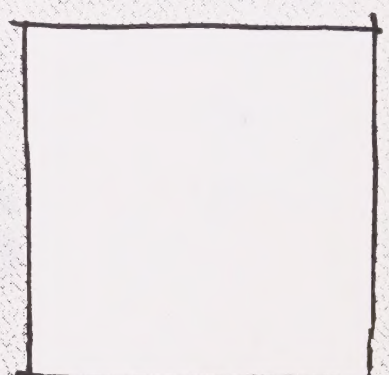
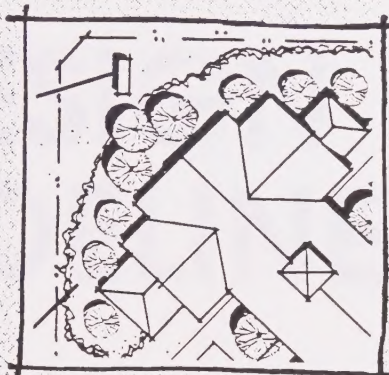
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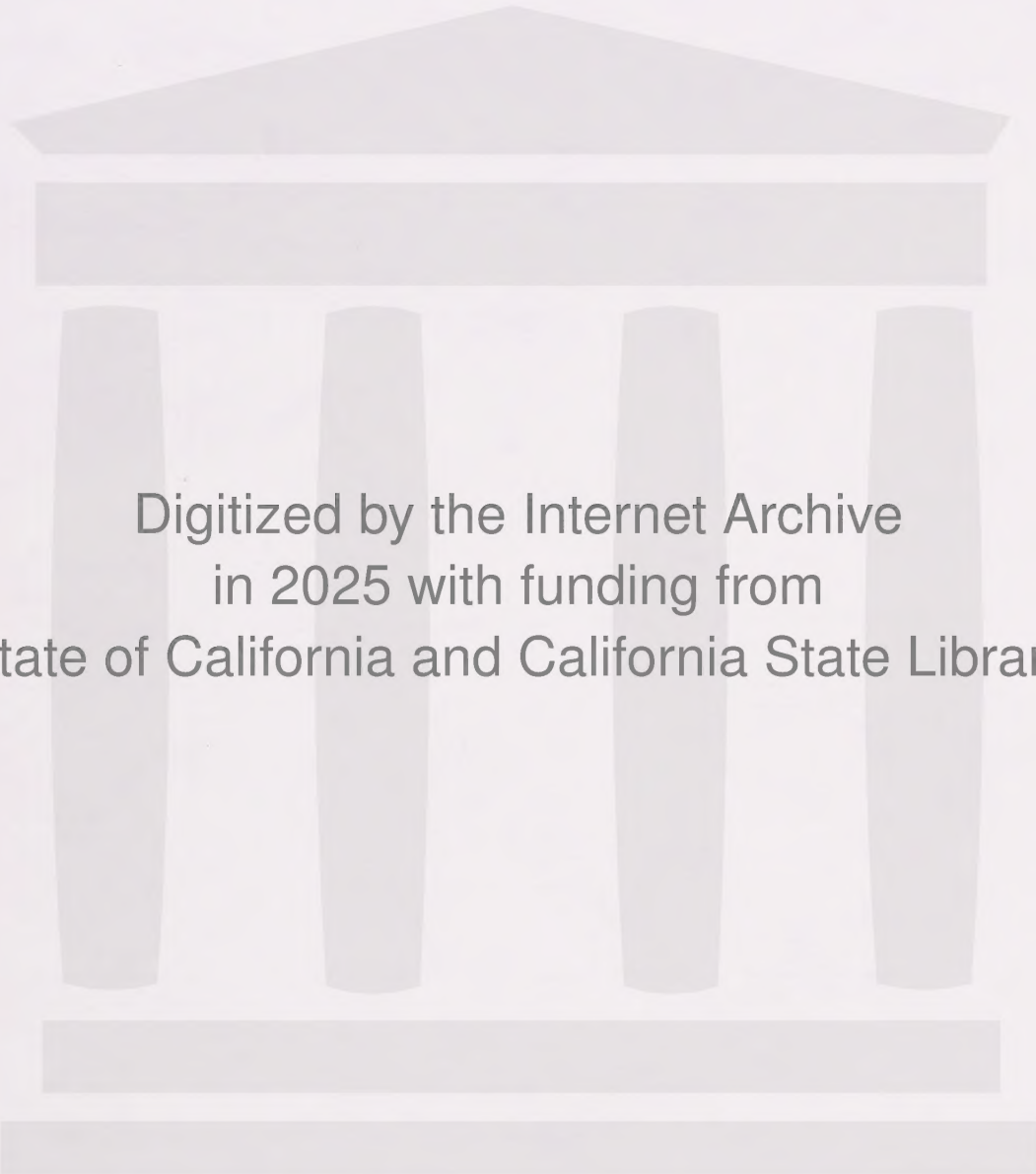
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CITY OF NATIONAL CITY DESIGN GUIDELINES

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CITY OF NATIONAL CITY

DESIGN GUIDELINES

FEBRUARY, 1991

Prepared by:

**urban
design
studio**

Adopted by City Council Resolution No. 91-15, February 12, 1991

Amended by City Council Ordinance No. 92-2024, March 3, 1992

CITY OF NATIONAL CITY DESIGN GUIDELINES

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I. INTRODUCTION

A. INTRODUCTION AND PURPOSE OF THE GUIDELINES

Until recently, cities have relied almost exclusively on zoning and subdivision ordinances to regulate development and ensure the compatibility of adjacent land uses. National City has been no exception. However, in recent years the City has become increasingly aware of the fact that the exacting rules established under traditional zoning techniques alone are not sufficient to deal effectively with some of the more subtle aspects of development related to building aesthetics, design quality or the relationship of new development with existing buildings, or in some instances, with the character of the community as a whole.

The City finds that the inappropriateness and/or poor quality of design in the exterior appearance of buildings and the problems related to inefficient site planning affects the desirability of the immediate area and neighboring areas for residential and business purposes. The poor design of new development impairs the benefits of occupancy of existing property, inhibits appropriate development, and produces degeneration of property with attendant deterioration of conditions affecting the health, safety, comfort and general welfare of the residents of National City. These can destroy the proper relationship between the taxable value of real property and the cost of municipal services provided thereto. It is the purpose of the design review process to prevent these and other harmful effects from occurring and thus to promote the health, safety, comfort and general welfare of the community. The design guidelines contained herein are implementation tools for the review process.

As a recognition of the City's concern for sound planning practices, quality design and the efficient use of land, one of the policies of the adopted General Plan states that;

The City will exercise architectural design control and site plan review on new development in important commercial and industrial districts, to ensure the best mutual support and compatibility and the most efficient use of land, and to help strengthen each business area. Guidelines will recognize reasonable cost considerations for owners in design requirements and procedures.

The design review process is the means by which National City can assure itself of development which is in harmony with the character and quality of the environment that the City finds desirable to foster. The method is to "guide" what is constructed in the City in ways not now covered by building codes and zoning ordinances. Therefore, the purpose of the National City Design Guidelines Manual is to provide a "guide" to what the City considers appropriate, quality design which promotes the health, safety, and general welfare of the community. The Guidelines articulate the City's goals and basic design philosophy for quality development within the City limits and provide the framework for the design review process. The Guidelines are not specifications nor do they preclude alternatives or restrict imagination. They are the City's preferences and provide examples of what the City considers acceptable.

"Quality development" as used within the context of this document shall mean development which is in accordance with the design guidelines set forth in this Design Guidelines Manual and other applicable development regulations of the City.

The Design Guidelines Manual is a document which can be used by developers, their designers, City staff and the Planning Commission in working toward positive community images which make National City more cohesive and attractive to residents, shoppers, visitors, and builders of quality developments.

Developers are encouraged to read through and consider the concepts presented here. Good design will always be accepted in National City and this Manual provides a sound basis for such design. The City welcomes the opportunity to work with you in the planning of your project.

B. APPLICABILITY OF THE DESIGN GUIDELINES

The design guidelines contained herein supplement the development standards and regulations contained in the National City Land Use Code and are applicable in accordance with the requirements for site plan review under Chapter 18.128 of the Code.

In addition, the Guidelines are applicable, and an application for site plan review shall be submitted to the planning department, whenever any substantial change or intensification of land use as determined by the Director of Planning, such as the conversion of an existing building to a restaurant, or the conversion of a residential structure to an office or commercial use.

The Planning Director shall have the authority to waive compliance with all or any portion of the design guidelines if he determines that the proposed development or change in use is minor or insignificant in nature and that following the guidelines would not be practical or would be a severe hardship on the applicant.

Implementation of the design guidelines will be through the City's site plan review process as established under Chapter 18.128 of the Land Use Code. In reviewing applicable projects, the City will utilize, and make reference to, the design guidelines contained herein in addition to other determinations it is required to make under provisions of the Land Use Code. Reference shall be made to the appropriate provisions of the Design Guidelines to support discretionary permit approvals, such as conditional use permits, planned development permits, planned unit developments, and, where applicable, variances, subdivisions and specific plans.

C. SITE DEVELOPMENT PLAN REQUIRED

For all applicable projects, accurately dimensioned architectural drawings and plot plans for all proposed construction shall be submitted to the Planning Department. Such plans shall show all the items listed on the "Site Plan Review Checklist" as provided by the Planning Department.

D. ORGANIZATION OF THE DESIGN GUIDELINES MANUAL

The contents of this Design Guidelines Manual are organized according to major land use categories; Commercial, Residential, and Industrial. Each is further divided into subsections containing guidelines for design elements such as architecture, site planning, and landscaping. A Glossary of Terms is provided at the end of the Manual.

II. DESIGN GOALS AND OBJECTIVES

A. INTRODUCTION

The goals and objectives contained in this section articulate the City's aspirations for quality community design and provide the necessary policy framework for implementation of the specific design guidelines contained in this document.

Goals are broad statements that define the City's hope for the future. They are general in nature and do not indicate when and how the goals are to be accomplished.

Objectives are statements of intent that generally guide future decisions in specific topic areas.

B. OVERALL GOAL STATEMENT

GOAL: To promote a high quality environment throughout the City by ensuring that new development is compatible with its surroundings and makes a positive contribution to the overall image of the community.

C. DESIGN GOALS

1. To ensure that new developments do not have an adverse aesthetic, health, safety, or architecturally related impact upon adjoining properties, or the City in general.
2. To promote architectural variety and diversity which incorporates an overall sense of context for mass, scale, and materials with existing quality development.
3. To recognize the interdependence of land values and aesthetics and provide a method by which the City may implement this interdependence to its benefit.
4. To assist private and public developments to be more cognizant of public concerns for the aesthetics of development.
5. To increase awareness of design considerations among property owners, developers, architects, and City officials.
6. To provide a clear understanding of National City's expectations for those embarking on the planning and design of development projects in the City.

D. DESIGN OBJECTIVES

1. Compatibility

The organization and placement of buildings, access, parking areas, open space and the like, should be based upon an analysis of a site's characteristics and influences. Buildings should be located to take best advantage of the site's natural topography, drainage, existing vegetation and related natural features whenever possible and in consideration of the adjoining site's needs and context.

2. Infill Development

The compatibility of "infill" (new development situated between older, existing structures) development should relate to the site's existing surroundings with regard to proportion, mass, scale, and materials.

3. Circulation

Efficient vehicular ingress, egress and through circulation is important for all development. At the same time, site design should minimize automobile and pedestrian conflicts and create parking areas that are as unobtrusive as possible.

New development should be designed to protect residential neighborhoods from the encroachment of automobile traffic from adjacent non-residential uses.

4. Commercial Development

Promote new development which provides quality business environments with adequate provisions for parking, landscaping, signs, and compatible architectural solutions. Place emphasis on issues related to corridor commercial and infill development in the City's older commercial areas.

Recognize the special design considerations associated with certain specific uses such as hotels and motels, residential care facilities, automobile related uses, drive thru restaurants, and mixed use projects.

5. Industrial Development

Promote quality industrial development within the City's industrial areas with adequate provisions for screening, landscaping, signs, architecture, parking, and lighting. Specifically address the design issues related to industrial infill projects in existing mixed use neighborhoods.

6. Residential Development

Promote high quality residential infill projects (including additions to existing structures) which are developed within the context of existing neighborhoods, respecting the overall "style" of the specific area in terms of scale, bulk, materials, setbacks, and building orientation.



III. COMMERCIAL DESIGN GUIDELINES

A. INTRODUCTION

In National City, like most other cities of its age and composition, it is the areas of commercial development that convey the strongest visual image of the community. These visual impressions affect the way residents feel about their town and are often an indication of the community's economic vitality. Therefore, the commercial design guidelines presented in this section focus on efforts to foster good design in order to create a quality image for the City, encourage reinvestment and improve the City's economic vitality.

The guidelines do not seek to impose a particular architectural style or an artificial theme, but to enhance and coordinate the best of the designs in the City. The concept of "compatible" design is one of the most important elements in understanding these guidelines. Throughout the commercial guidelines, emphasis is placed on making new buildings and building additions compatible with their surroundings instead of being in competition with them. Compatible designs do not seek to imitate neighboring buildings, but do reflect their surroundings in terms of the design concepts; height, bulk, scale, orientation, and to a lesser extent, architectural style and materials. In short, compatible designs are in harmony with the best "design features" of surrounding buildings.

The commercial design guidelines apply to a broad range of uses in both commercial and institutional zones, as well as industrial zones, in some cases. The commercial design guidelines are divided into the following subsections:

- A. Introduction
- B. Guidelines for Compatibility and Context
- C. General Architectural Guidelines
- D. General Site Planning Guidelines
- E. General Landscaping Guidelines
- F. Corridor Commercial Guidelines
- G. Downtown Commercial Guidelines
- H. Design Considerations for Special Uses
 - 1. Hotels, Motels, and Hospitals
 - 2. Residential Care Facilities
 - 3. Automobile Related Uses
 - 4. Drive-thru or Drive-in Businesses
 - 5. Mixed Use Projects

B. GENERAL GUIDELINES FOR COMPATIBILITY AND CONTEXT

This section provides general design principles which are applicable to most commercial projects including retail, service, and office uses. This section provides the basic concepts for the creation of good community design and quality development. These general guidelines are to be used in conjunction with other, more specific guidelines for corridor and downtown commercial development found in subsequent parts of this section. In addition, the general commercial guidelines are also applicable to institutional developments in the City's institutional zones and to office-type projects in any zone where they are permitted.

1. Desirable Elements Of Project Design

The qualities and design elements for commercial buildings that are most desirable include:

- a. Significant wall articulation (insets, pop-outs, columns, canopies, wing walls, trellises)
- b. Multi-planed pitched roofs
- c. Full roof treatments
- d. Roof overhangs, arcades
- e. Regular or traditional window rhythm
- f. Articulated mass and bulk
- g. Significant landscape and hardscape elements
- h. Prominent access driveways
- i. Landscaped and screened parking

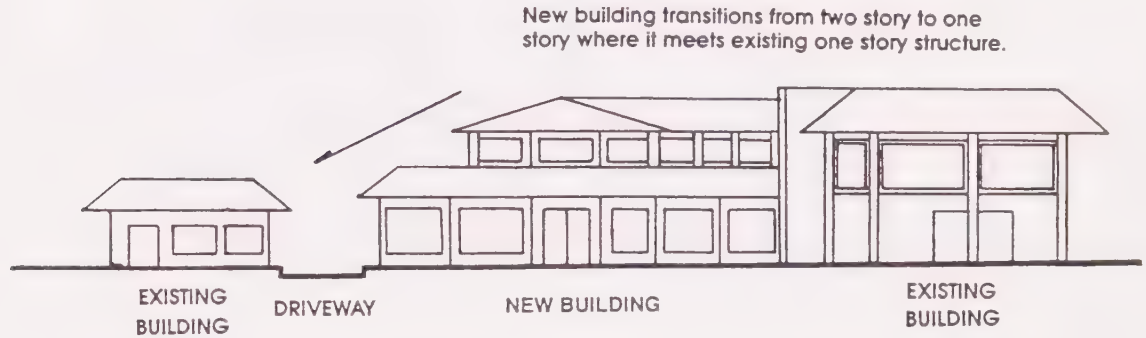
2. Undesirable Elements

- a. Large blank, flat wall surfaces
- b. Unpainted concrete or block walls
- c. Highly reflective surfaces (mirror windows)
- d. Metal or plastic siding
- e. Square "boxlike" buildings
- f. Mix of unrelated materials (i.e. rustic wood shingles and polished chrome)
- g. Visible outdoor storage, loading, and equipment areas
- h. Disjointed parking areas and awkward circulation patterns
- i. Over abundance of access driveways, or unsafe locations

3. Height

Building heights should relate to adjacent open spaces to allow maximum sun and ventilation, protection from prevailing winds, enhance public views and minimize obstruction of view from adjoining structures.

- a. Height and scale of new development should be compatible with that of surrounding development.
- b. New development height should "transition" from the height of adjacent development to the maximum height of the proposed building.



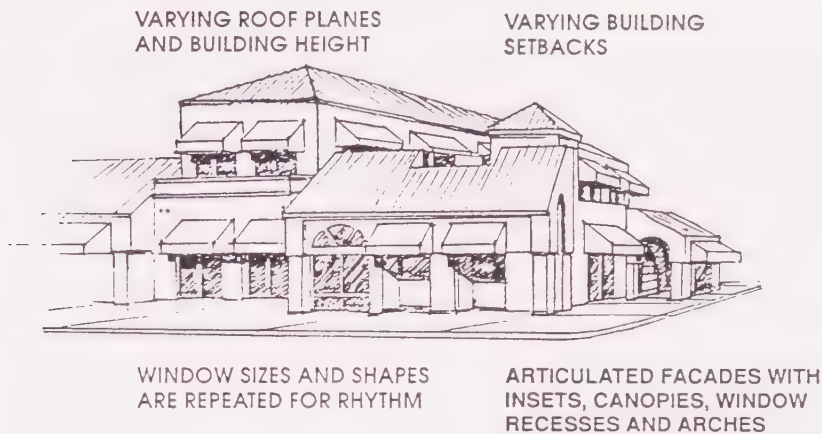
4. **Scale and Bulk**

Scale is the relationship between a proposed building's size and the size of adjoining buildings. The scale of new buildings should be consistent with existing buildings in the area.

Large scale buildings which give the appearance of "square box" structures are generally unattractive and will appear out of place if situated adjacent to smaller scale buildings which are typical in National City. There are several ways to reduce the appearance of excessive bulk in large buildings:

- a. Vary the planes of the exterior walls in depth and/or direction.
- b. Step back upper floors.
- c. Vary the height of the buildings so that it appears to be divided into distinct elements.
- d. Use varied roof planes and shapes.

- e. Articulate the different parts of a building's facade by use of color, arrangement of facade elements, change in materials.



- f. Use landscaping and architectural detailing at the ground level to lessen the impact of large buildings.
- g. Avoid blank walls at the ground floor level. Utilize windows, wall insets, change in materials or canopies to create interest.

5. Color

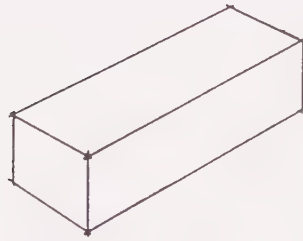
Color can dramatically affect the appearance of buildings and should be carefully considered in relation to the overall design of the building. Color can also affect the apparent scale and proportion of buildings by highlighting architectural elements such as doors, windows, fascias, cornices, lintels, and sills.

- a. The dominant color of new buildings should relate to the inherent color of the primary building's finish materials.
- b. Large areas of intense white color should be avoided.
- c. Bright neon paint colors should be avoided.
- d. Subdued colors are recommended for the overall color scheme. A bright trim color may be appropriate if it can be shown to enhance the general appearance of the building.
- e. The color palette chosen for a building should be compatible with the colors of adjacent buildings. An exception is where the colors of adjacent buildings strongly diverge from these design guidelines.
- f. Minimize the number of colors appearing on the building exterior. Small commercial buildings should use no more than three colors.

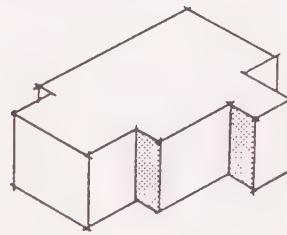
C. GENERAL ARCHITECTURAL GUIDELINES

1. Exterior Walls

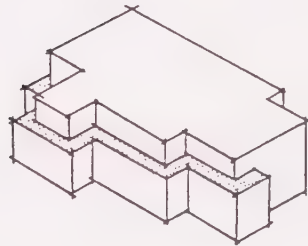
- a. Buildings should be designed to avoid a "boxlike" appearance. Horizontal and vertical wall articulation should be expressed through the use of full roofs, wall offsets, recessed windows and entries, awnings, roof overhangs, second floor setbacks, or covered arcades.



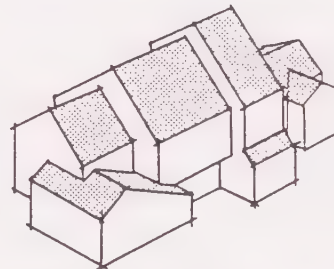
Undesirable Architectural Treatment



Vertical Articulation Added



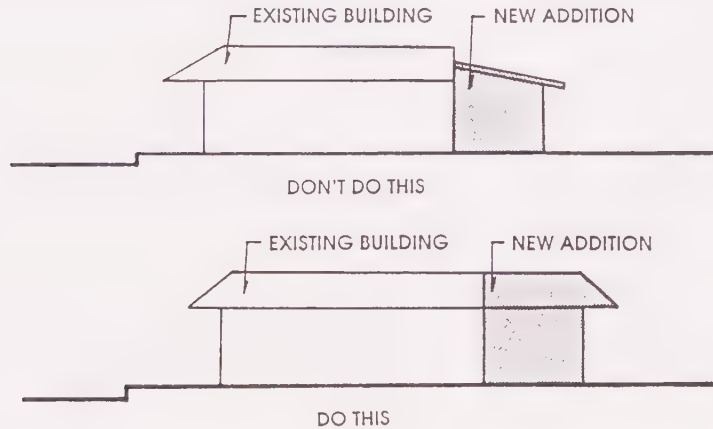
Horizontal Articulation Added



Multi-Planed Roofs
Add Desirable Articulation

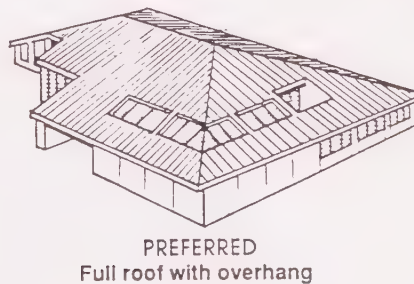
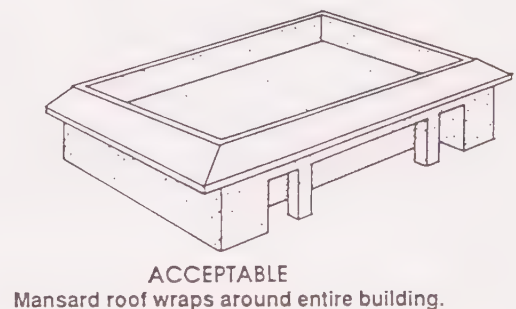
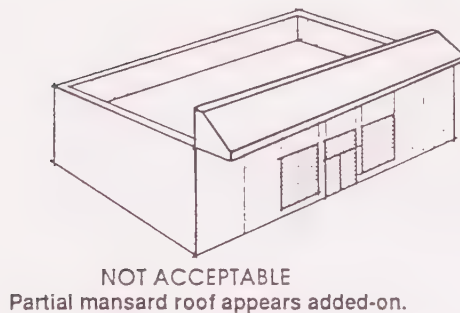
- b. The following materials are strongly discouraged as primary exterior wall materials:
- *unfinished concrete and concrete block*
 - *corrugated metal or plastic*
 - *reflective mirror-type glass*
 - *standing seam metal walls*
 - *plywood (painted or otherwise)*
 - *imitation "rock work" veneers*
 - *corrugated fiberglass*
 - *asphalt shingles*
 - *illuminated sidings and awnings*
 - *plastic laminate*
 - *unmilled, bare aluminum*

- c. Additions to existing buildings should be designed to be integrated with the existing building. The new addition should match the original in terms of scale, window and door styles and openings, roof line, materials, color, and other aspects of design.
- d. Where a newer look is desired than that found on the original, the entire building should be renovated to achieve a single design.



2. Roofs

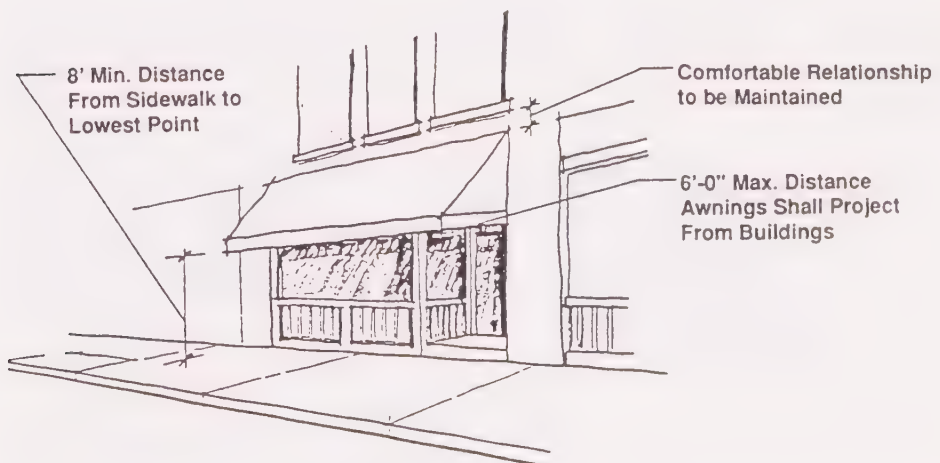
- a. The roofline at the top of the structure should not run in a continuous plane for more than 100 feet without offsetting or jogging.
- b. Nearly vertical roofs (A-Frames) and piecemeal mansard roofs (used on a portion of the building perimeter only) are discouraged. Mansard roofs, if utilized on commercial structures should wrap around the entire building perimeter where feasible.



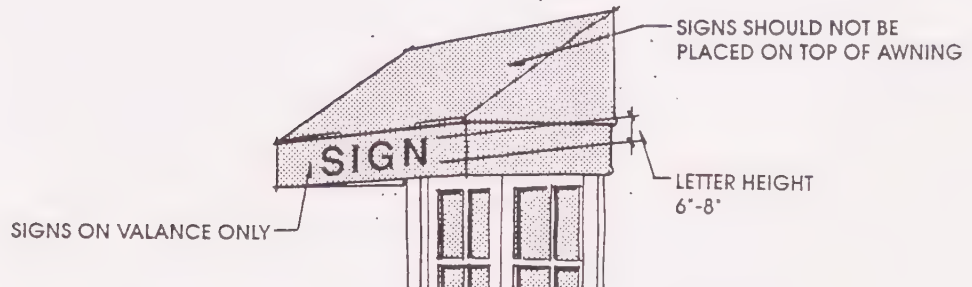
- c. The following materials are not acceptable:
 - corrugated metal
 - high contrast or brightly colored glazed tile, except where desirable for accent purposes
 - highly reflective surfaces
 - illuminated roofing
- d. All roof top equipment must be screened from public view in accordance with requirements of the Land Use Code.
- e. Mechanical equipment should be located below the highest vertical element of the building wherever possible in order to avoid the use of penthouse structures or other special screening devices which may be difficult to integrate into the overall building design.
- f. When mechanical equipment is added to an existing building it must be screened in such a way as to match the architectural style and materials of the existing building without giving the appearance of being added on.
- g. Roof drains should be designed as an integral part of the structure and not be exposed on the exterior.

3. **Awnings**

- a. The use of awnings and canopies on buildings add architectural interest and are encouraged. They provide an excellent means of breaking up large walls that otherwise may be left blank. Awnings also provide opportunities for small scale, pedestrian oriented signs.
- b. Awnings are encouraged on ground and upper story windows.
- c. Use of awnings along a row of contiguous buildings should be restricted to awnings of the same color, form, and general location. A minimum 8 foot vertical clearance between the sidewalk and the lower most portion of the awning should be maintained.



- d. Signs may be painted on the awnings but should be restricted to the awning flap (valance) or to the end panels of angled, curved, or box awnings.



- e. Plexiglas and metal awnings should be avoided. Canvas, matte finish vinyl, and fabric awnings are encouraged.
- f. Internally lit awnings should not be provided. When lettering is applied to these types of awnings they become large illuminated signs and the effect of the awning is lost.
- g. When awnings are used which project over the public right-of-way, an encroachment permit must be obtained from the Engineering Department.



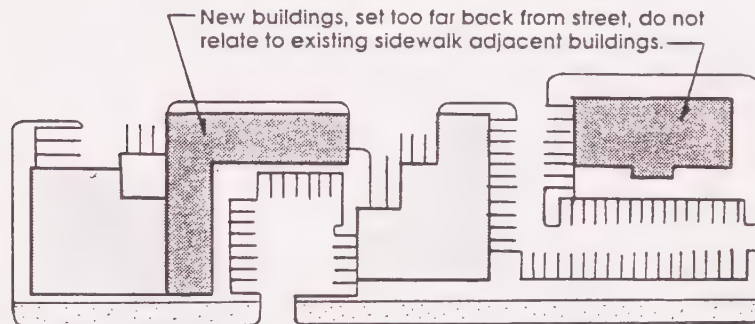
Use awnings of consistent form and material on contiguous buildings and centers.

D. GENERAL SITE PLANNING GUIDELINES

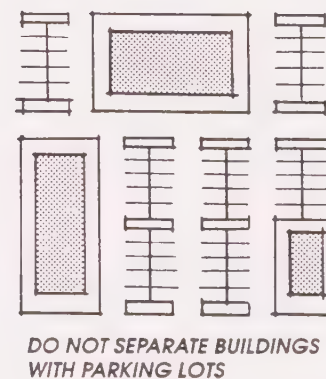
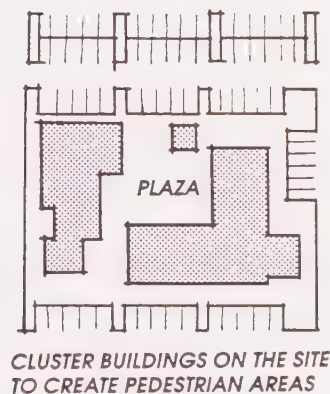
Placement of buildings should consider the existing built context of the commercial area, the location of any incompatible land uses, the location of major traffic generators as well as an analysis of a site's characteristics and particular influences.

1. General Design Principles

- a. New buildings should be sited in a manner that will complement and relate to the existing adjacent buildings.

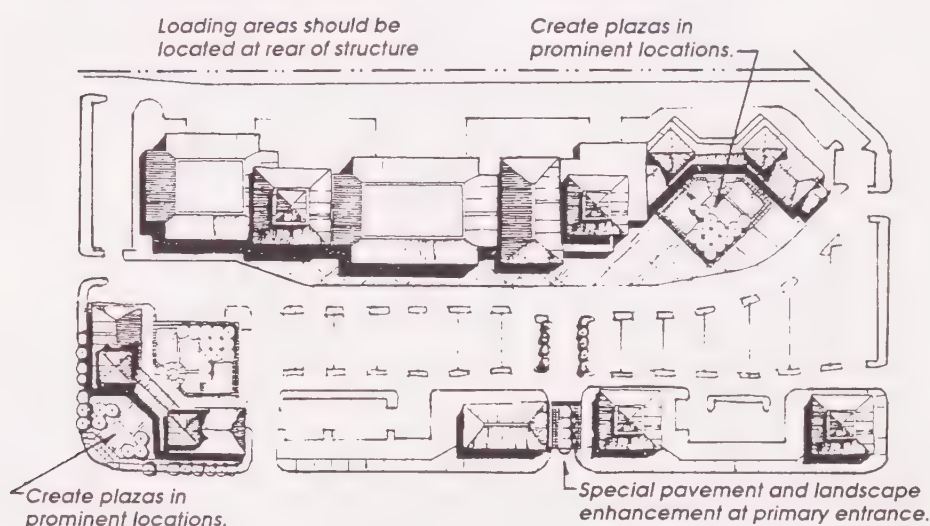


- b. Whenever possible, new buildings should be clustered. This creates opportunities for plazas and pedestrian areas and prevents long "bar-racks-like" rows of buildings. When clustering is impractical, a visual link should be established between buildings. This link can be accomplished through the use of an arcade system, trellis, or other open structure.



- c. Locate buildings and on-site circulation systems to minimize pedestrian/vehicle conflicts.

- d. Open space areas should be clustered into larger, prominent landscape areas rather than equally distributing them into areas of low impact such as at building peripheries, behind a structure, or to areas of little impact to the public view.
- e. Recognize the importance of spaces between buildings as "outdoor rooms" on the site. These spaces should have clear, useable shapes that are not simply left over areas between buildings.



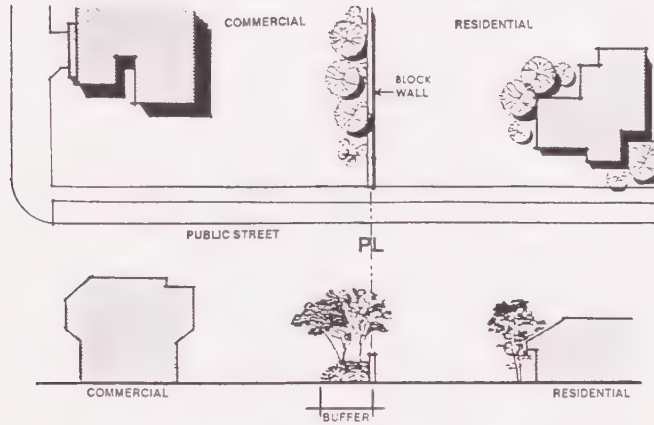
- f. Building and parking areas should be designed to conform with the natural terrain of the land to ensure that the least amount of site disturbance occurs.
- g. Loading facilities should not be located at the front of buildings where it is difficult to adequately screen them from view. Such facilities are more appropriate at the rear of the site where special screening may not be required.

2. Land Use Buffering

Commercial development adjoining residential zones should incorporate the following design standards.

- a. Additional setback areas are required when a commercial project adjoins a residential zone in accordance with the requirements of the Land Use Code (Title 18 of the Municipal Code).
- b. A 6 foot high masonry wall should be placed on or just inside the property line. The wall should be lowered to a maximum of 4 feet in the front yard setback area to allow the adjoining residential property views for traffic safety, consistent with Land Use Code regulations.

- c. Evergreen trees should be planted no further apart than 20 feet on center, depending on species, to screen parking lots and large building walls and to provide a visual barrier between commercial and residential uses.

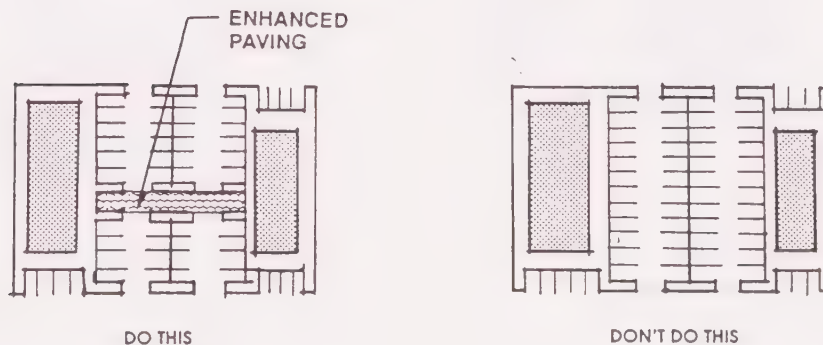


Buffer separation is required between different uses.

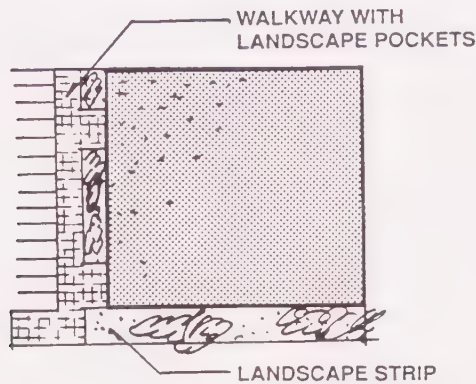
3. Parking And Circulation

Parking lot design can be a critical factor in the success or failure of a commercial use. In considering the possibilities for developing a new parking area, a developer should analyze the following factors: ingress and egress with consideration to possible conflicts with street traffic; pedestrian and vehicular conflicts; on-site circulation and service vehicle zones; and the overall configuration and appearance of the parking area.

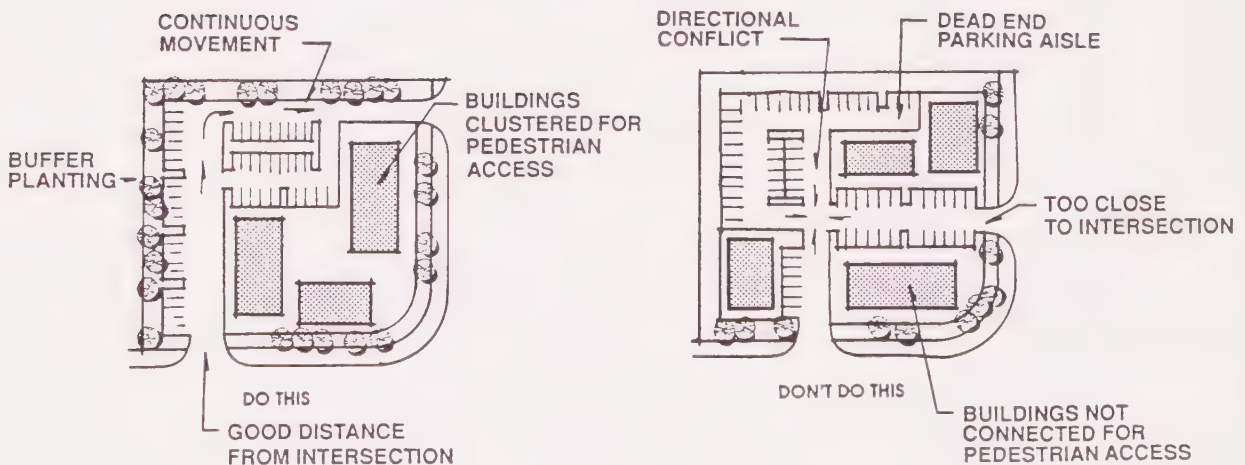
- a. Separate vehicular and pedestrian circulation systems should be provided. Pedestrian linkages between uses in commercial developments should be emphasized, including distinct pedestrian access from parking areas in shopping centers.



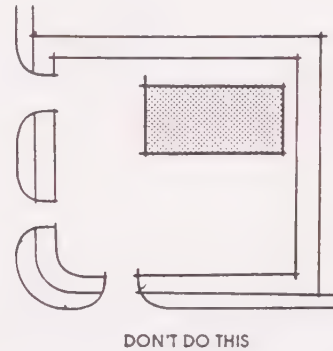
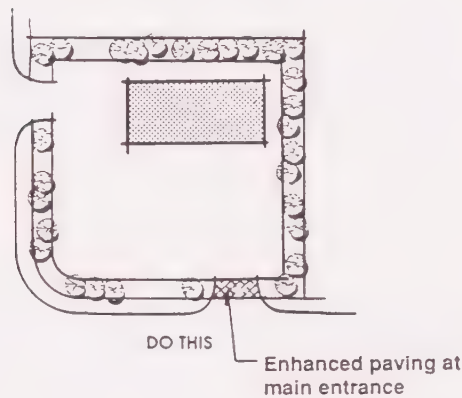
- b. Common driveways which provide access to more than one site are encouraged in order to reduce the number of curb cuts along streets.
- c. Parking areas should be separated from buildings by either a raised concrete walkway or landscaped strip. Situations where parking spaces directly abut the buildings should be avoided.



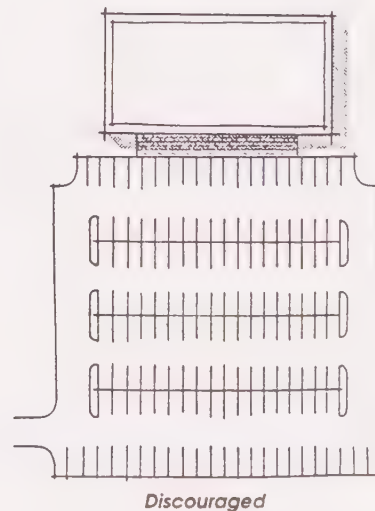
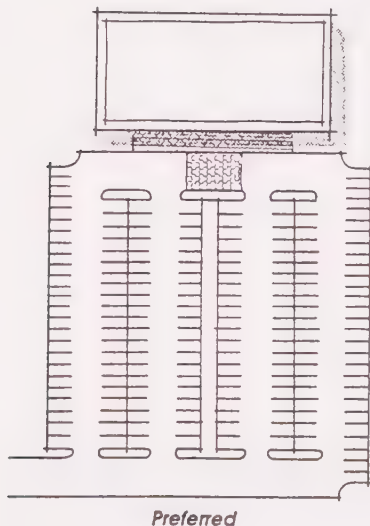
- d. Large parking areas should be divided into a series of connected smaller lots which are laid out in an efficient, straight forward manner. Intersections should be kept to a minimum and dead end aisles should be avoided.



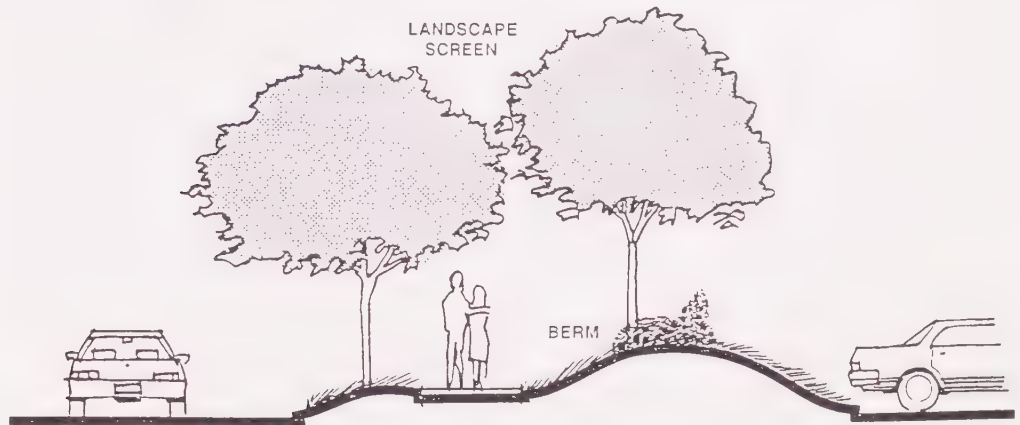
- e. Whenever possible, locate site entries on side streets in order to minimize pedestrian/vehicular conflicts. When this is not possible, design the main site entry with patterned concrete or pavers to differentiate it from the sidewalk.
- f. Parking access points, whether located on front or side streets, should be located as far as possible from street intersections so that adequate stacking room is provided. The number of access points should be limited to the minimum necessary to provide safe circulation and access.



- g. Design parking areas so that pedestrians walk parallel to moving cars. Minimize the need for the pedestrian to cross parking aisles and landscape areas.



- h. Utilize a 36 inch high thick landscape hedge with rolling mounds to screen any parking at the street periphery. (Minimum shrub container size at planting should be 5 gallons.)



- i. Where practical, lowering the grade of the parking lot from existing elevations may aid in obscuring views of automobiles while promoting views of architectural elements.

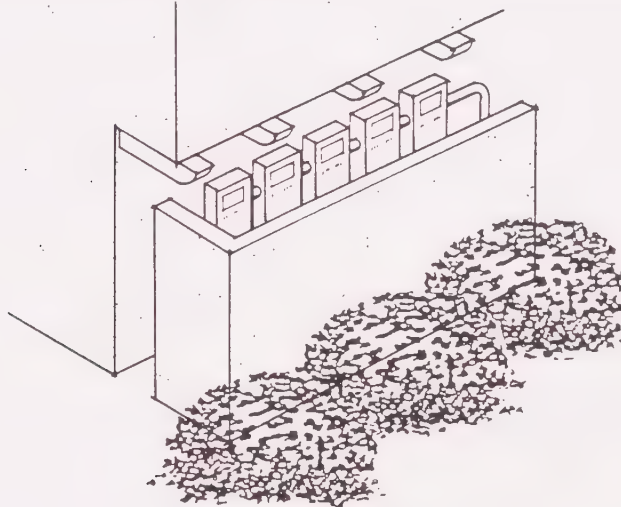


- j. Consider the provision of adequate fire access, fire lanes and turning requirements for fire apparatus.

4. Walls And Fences

Walls and fences are generally used for security purposes and to screen areas from public view. If they are not required for a specific purpose they should not be utilized.

- a. Walls should be kept as low as possible while performing their screening and security functions.
- b. Walls viewed from the street or parking lots should be designed to blend with the site's architecture.



Utility meters and other outdoor equipment must be suitably screened from view. Screening devices must be compatible with adjacent buildings.

- c. Landscaping should be used in combination with walls whenever possible to soften the otherwise blank surfaces.
- d. Chainlink fence is discouraged where visible from public streets. When security fencing is required, it should be a combination of solid walls with pillars and offsets or short solid wall segments and segments with wrought iron grill work.



Elevation of Solid Wall with Pilasters



Elevation of Wall /Wrought Iron Combination



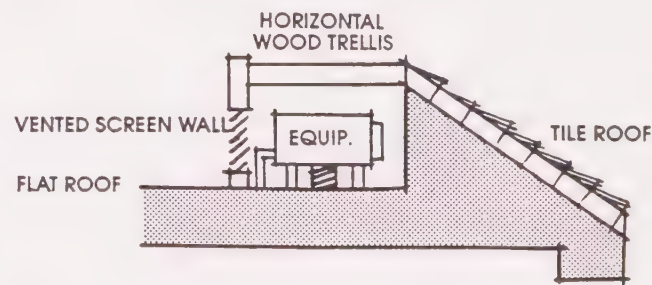
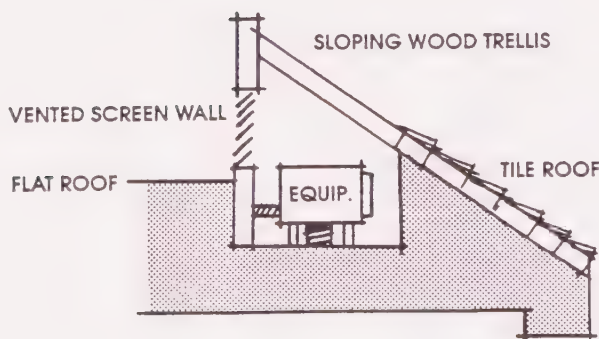
Elevation of Wrought Iron with Pilasters

- e. Long expanses of fence or wall surfaces should be offset every 50 feet and architecturally designed to reduce monotony. Landscape pockets along the wall should be provided whenever possible.
- f. To reduce opportunities for graffiti, walls should have rough surfaces such as split face block. If walls have smooth surfaces they should be painted a neutral color.
- g. Whenever possible vines should be maintained on walls and plant material utilized immediately adjacent to walls to discourage graffiti.

5. Screening Of Storage And Equipment Areas

Outdoor storage and trash areas present a negative visual experience, especially in commercial areas, and should be concealed from public view to the greatest degree possible.

- a. Any exterior storage or trash area should be confined to portions of the site least visible to public view.
- b. Screening should consist of a combination of elements including solid masonry walls, berms, and landscaping. Chainlink fencing with wood, metal, or other slatting is not recommended when visible from the public right-of-way.
- c. Any equipment, whether on the roof, side of building, or ground, should be screened. The method of screening should be architecturally integrated with the building in terms of materials, color, shape, and size.



- d. Where individual equipment is provided reasonably close together, a continuous screen is desirable as opposed to a number of individual screens.
- e. Trash enclosures should be designed according to guidelines adopted by the City Council, as required by Title 7 of the Municipal Code.

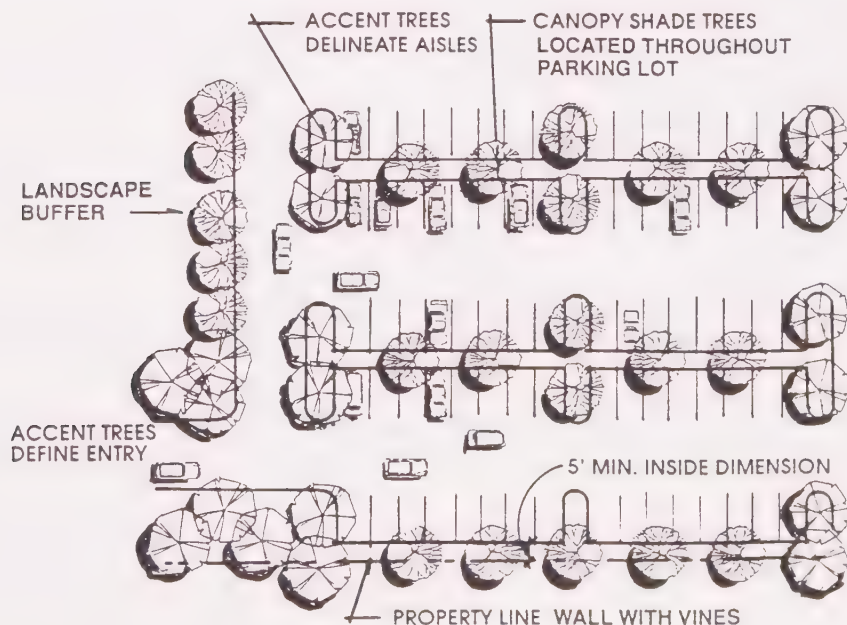
E. GENERAL LANDSCAPING GUIDELINES

Landscaping for commercial uses is important to define specific areas by helping to focus on building entrances, parking lots, defining the edges of various land uses, providing transition between neighboring properties (buffering), and providing screening for loading and storage areas. Landscaping should also be used as a unifying element within a project to obtain a cohesive appearance and to help achieve compatibility of a new project with its surroundings. Landscape plans should be prepared by landscape architects registered in California, for larger projects, i.e. commercial, industrial, multi-family, and mixed use, where street frontage is over 100 feet.

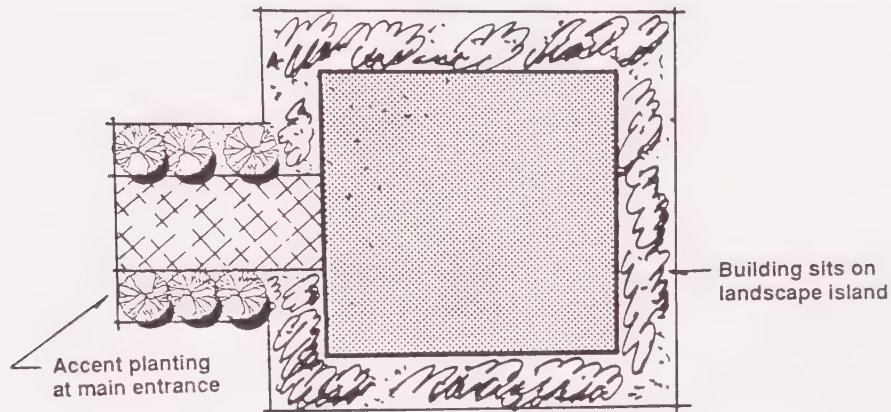
The following landscaping guidelines are to be utilized in conjunction with the "Guidelines for On-Site Landscaping" contained in Appendix C of the National City Land Use Code.

1. General Design Guidelines

- a. Landscaped areas should generally incorporate plantings utilizing a three tier system; 1) grasses and ground covers, 2) shrubs, and 3) trees.
- b. The following are common planting design concepts that should be used whenever possible:
 - *Specimen trees used in informal groupings and rows at major focal points*
 - *Use of flowering vines both on walls and arbors*
 - *Use of planting to create shadow and patterns against walls*
 - *Trees to create canopy and shade, especially in parking areas*
 - *Berms, plantings, and walls to screen outdoor areas from wind*



- c. Landscape design and construction should emphasize drought-tolerant landscaping whenever/wherever possible. The use of cactus, however, should be very limited and used only in small areas for accent.
- d. Landscaping should be in scale with adjacent buildings and be of appropriate size at maturity to accomplish its intended goals.
- e. Landscaping around the entire base of buildings is encouraged to soften the edge between the parking lot and the structure. This should be accented at entrances to provide focus.



- f. Landscaping should be protected from vehicular and pedestrian encroachment by raised planting surfaces, depressed walks, or the use of curbs. Concrete mow-strips separating turf and shrub areas should be provided.
- g. Vines and climbing plants integrated upon buildings, trellises, and perimeter walls not only look good but also help discourage graffiti. A few plants to consider for this purpose are: bougainvillea, grape ivy, and wisteria vines.
- h. The use of inorganic groundcover (gravel or crushed rock) is not recommended. If used in small areas, it should be in combination with live plants and should be limited to an accent feature.
- i. Plants in containers are especially encouraged for areas adjacent to storefronts along walkways.
- j. The landscape irrigation system should be designed to prevent run-off to the greatest degree possible.
- k. All irrigation systems should be designed to minimize vandalism by placing controls in appropriate above or below grade enclosures.

- l. For large systems, sectionalized gate valves should be provided to allow shutting down various sections without affecting the entire system.
- m. Appropriate, protective staking shall be provided to protect trees from potential vandalism.

2. Landscaped Area Ratio, Spacing And Size

- a. For every 600 square feet of landscaping at least one tree should be provided, and one shrub or vine for every 50 square feet.
- b. Plant materials should be spaced so that they do not interfere with the lighting of the premises or restrict access to emergency apparatus such as fire hydrants or fire alarm boxes. Plant spacing should also insure unobstructed access for vehicles and pedestrians in addition to providing clear vision of any intersections.
- c. Trees and large shrubs should be placed as follows:

- A minimum of 5 feet between center of trees or large shrubs and edge of driveway, water meter or gas meter and sewer laterals.
- A minimum of 10 feet between center of trees or large shrubs and point of intersection of the edge of driveways and streets or walkways.
- A minimum of 10 feet between center of trees and large shrubs to utility poles.
- A minimum of 8 feet between center of trees or large shrubs and fire hydrants and fire department sprinkler and standpipe connections.

- d. The minimum size of plant materials should conform to the following mix:

Trees*

20%, 24 inch box
50%, 15 gallon
30%, 5 gallon**

Groundcover

100% coverage within 1 year

Shrubs

100%, 5 gallon

* 100%, 15 gallon in parking areas, adjacent to building access ways and usable outdoor areas.

** Larger sizes are encouraged and may be required for specific projects.

- e. Consider the need to keep trees trimmed above the ground level to accommodate pedestrian and vehicular traffic. Select species accordingly.
- f. No species of trees or large shrub should be planted under overhead lines or over underground utilities if its growth might interfere with the installation or maintenance of any public utilities.

F. COMMERCIAL CORRIDOR GUIDELINES

The following commercial corridor design guidelines apply in those commercial areas of the City which have not typically been developed with buildings adjacent to the street as in some of the older commercial areas of the City. These guidelines relate to areas of newer suburban-type strip commercial development.

This section considers two basic types of development commonly found along National City's commercial corridors; freestanding buildings and multi-tenant strip developments including mini malls.

The guidelines in this section should be used in conjunction with the appropriate general commercial design guidelines presented earlier for architecture, site planning, and landscaping.

1. Design Issues

Freestanding Buildings - This category includes buildings housing a single use (possibly two) which are designed to stand apart from adjacent buildings. These buildings may range in size from the tiny fast food drive-in to a large discount store.

There are several design issues related to freestanding buildings which are not shared by the other categories:

- *Freestanding buildings generally are smaller than the strip developments or malls and can be overshadowed by them.*
- *Freestanding buildings have more opportunities for creative design since the design is directed toward a single use.*
- *Freestanding buildings have more opportunity for signs, but signs can more easily overwhelm the building.*
- *A freestanding building usually has its own parking lot, typically with its own access point(s) and often is segregated from adjacent lots.*

Strip Center Development - This category includes buildings or centers housing more than two uses or tenants, which are designed as a single unit oriented to a parking area.

Design issues associated with strip center developments include:

- *The need to provide storefront visibility and access for a number of tenants.*
- *The need to provide signs identifying a number of different tenants in a coordinated manner.*

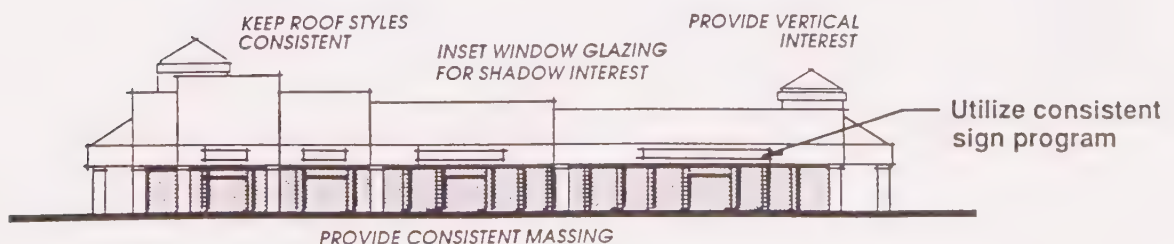
- *The perceived need by some tenants for individuality in storefront design and signs.*
- *The need to provide convenient parking, often located between the street and the front of the center, which does not visually dominate the site.*

Without attention to these issues at the design stage, these types of developments often tend to create uninteresting and incompatible design solutions. Many times the structure itself is little more than a simple rectangle adorned with a variety of roof and sign types. This type of minimalist architecture is not acceptable in the City of National City.

2. Architectural Guidelines For Corridor Commercial

The following specific architectural design guidelines for corridor commercial are to be utilized in conjunction with the general architectural guidelines discussed earlier.

- Where anchor or major tenants require larger building areas, the larger scale of these units should be broken-down into units comparable to the predominant unit throughout the development. Vertical architectural elements such as towers and cupolas may be used as focal points to help identify major tenants. However, when such elements are used in this manner they should also be utilized in other portions of the development to create a sense of balance and to avoid over emphasizing any particular portion of the development.
- Anchor stores, which are typically taller than the line shops can be used to create balance within the development. The placement of anchor stores should consider the overall effect of balance for the development.
- All storefronts within a multi-tenant development should utilize a consistent palette of material and textures. While generally this will mean a continuous treatment of the entire strip frontage, it is acceptable to vary individual storefronts within a given palette of materials. For example, brick bases under shop windows could alternate with stucco treatments where there is a variation in the plane of the facade which correlates to such changes in material.

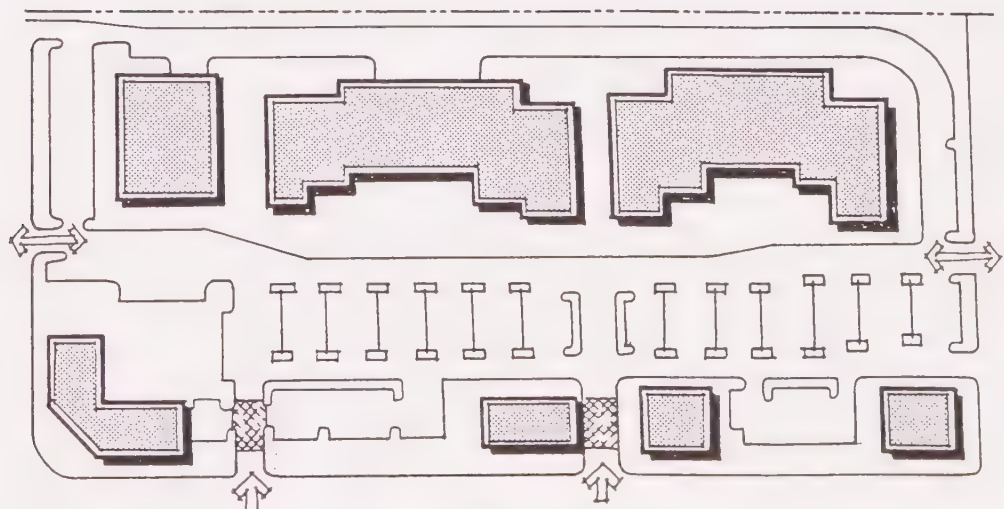


- d. Freestanding "pad" buildings within centers should exhibit a minimum of a 50% window to 50% wall on at least three building facades. Larger percentages of window area are encouraged.
- e. Retail storefronts should provide a minimum 60% open exposure to the street through the use of windows and doors.
- f. Doors and windows mounted flush with the wall surface should not be used unless in conjunction with an arcade or covered walkway where possible, doors and windows should be set back in their wall openings to reveal the thickness of the wall.

4. Commercial Corridor Site Planning Guidelines

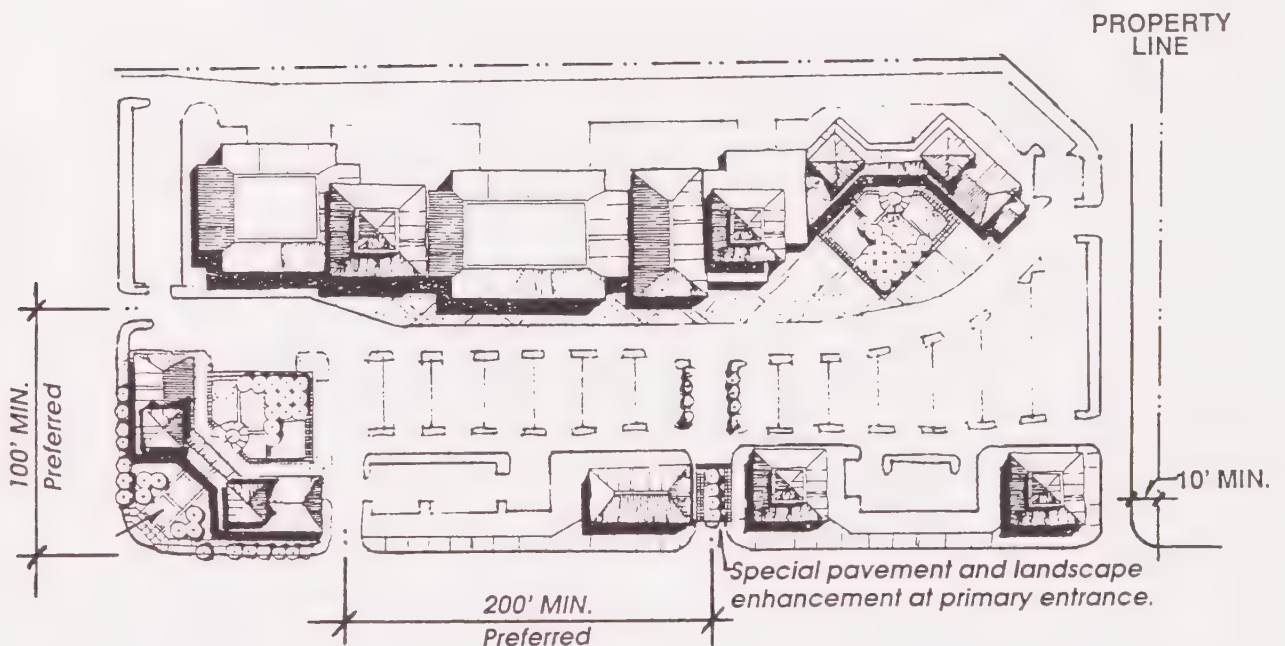
The following specific site planning guidelines are to be utilized in conjunction with the general site planning guidelines for commercial development discussed earlier. These guidelines supplement the previous general commercial guidelines and are intended to address the specific site design issues related to corridor, or strip commercial development.

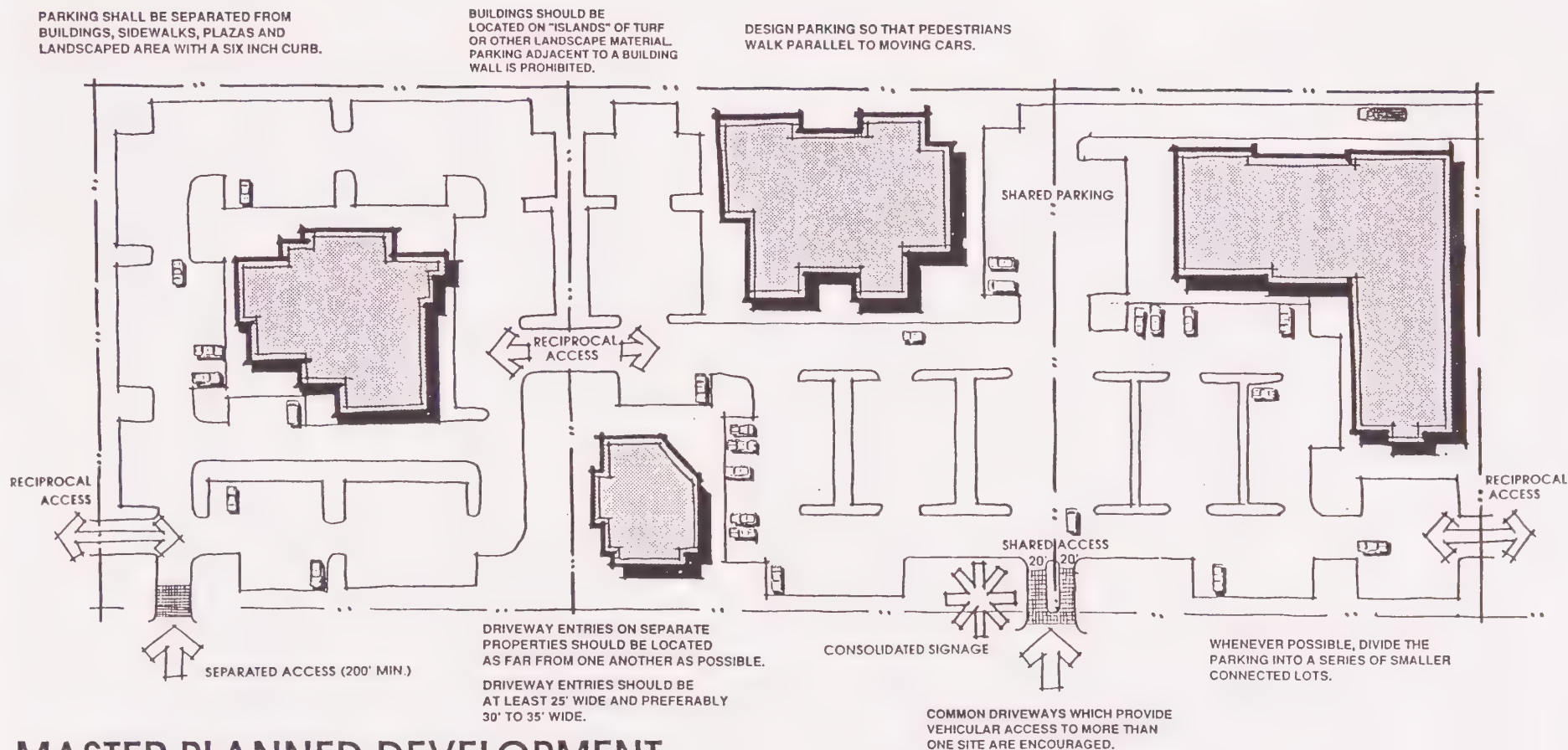
- a. When shopping centers are set back from the street with parking in front, street adjacent buildings with minimum required setbacks should be provided along 20% to 25% of the street frontage. These freestanding "pad" buildings should be oriented to the street and provide connections to it to encourage pedestrian access and to visually link the center to the street. Landscaping should be provided on all four sides (except where loading space is required) with emphasis on the street adjacent side.



25% to 30% of frontage utilized for freestanding "pad" buildings

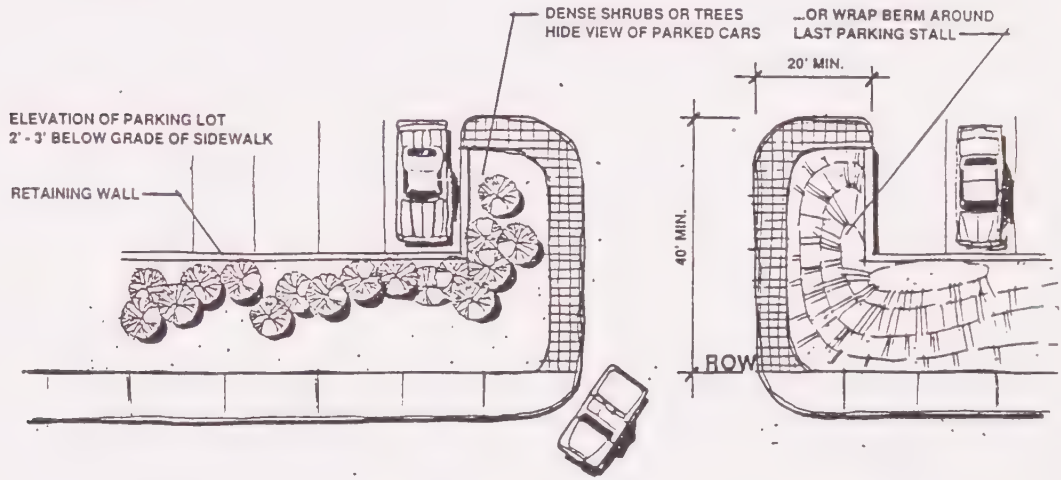
- b. Parking lot design should provide connections to adjacent parcels and shared parking where uses are compatible and such connections are practical. The use of reciprocal access agreements is encouraged. (Refer to diagram on next page.)
- c. Consider providing designated employee parking areas to the sides or rear of buildings whenever possible.
- d. Access drives for commercial centers should be located at least 200 feet apart and at least 100 feet from any major street intersection whenever possible. Also, access drives should be located a minimum of 10 feet from property lines unless a shared drive is provided.



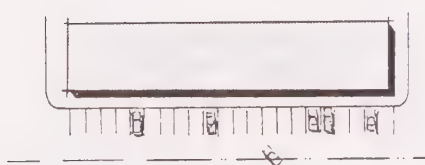


MASTER PLANNED DEVELOPMENT WITH SHARED PARKING AND ACCESS

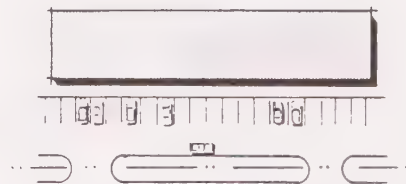
- e. The first parking stall which is perpendicular to a driveway or the first aisle juncture that is perpendicular, should be at least 40 feet back from the curb to provide adequate queuing distance off the street. With larger centers, significantly more setback area may be required.



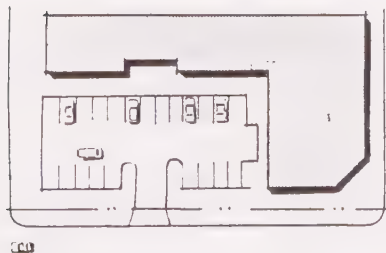
- f. Mini malls should be sited to have a portion of the structure adjacent to the sidewalk whenever possible as opposed to setting the entire structure back behind the parking lot.
- g. Due to the rapid coming and going of mini mall customers, it is recommended that compact car spaces not be allowed.



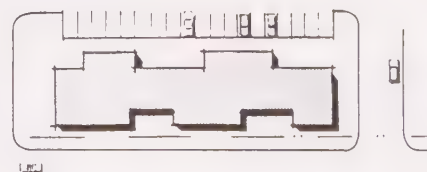
Parking area directly off street without defined entries is not allowed by the Land Use Code.



Continuous row parking separated only by narrow "islands" from street is unacceptable.



Parking "pockets" along front of commercial structures and separated from the ROW by landscaped setback is acceptable.



Parking entirely behind commercial structures is desirable where adjacent structures are located near the sidewalk.

G. DOWNTOWN COMMERCIAL GUIDELINES

The following design guidelines apply in those commercial areas of the City, principally the CM (medium commercial) District and the CG (general commercial) District, that have historically been developed with sidewalk adjacent buildings (no front yard setbacks required). These areas are generally located along portions of National City Boulevard and Highland Avenue, and the area extending between National City Boulevard and Highland Avenue, north and south of Eighth Street.

The guidelines in this section should be used in conjunction with the appropriate general commercial design guidelines presented earlier for architecture, site planning, and landscaping.

1. Design Issues

The primary design issues related to "downtown" commercial, that is, commercial structures which are constructed adjacent to the setback with little or no sidewalk, are issues of compatibility, relationship to surrounding structures, and maintaining the pedestrian orientation of this type of development. It is important that the continuity of the street facade be maintained and that new developments not set their buildings back from the sidewalk with parking in front. This arrangement destroys the overall harmony of the street and creates awkward relationships between adjacent buildings. The idea of encouraging traditional "storefronts" is an important aspect of street adjacent development.

Other design issues associated with downtown, or street adjacent developments include:

- *The need to provide convenient parking and site access.*
- *The need to provide interesting facade designs, especially at the pedestrian level, and avoid bland, monotonous walls with little or no relief or interest.*
- *The need to provide storefront entrances and windows that provide views into shops and enhance the pedestrian experience.*
- *The need to provide pedestrian amenities such as canopies and awnings to create shade along the sidewalk.*
- *The need to ensure that new development is designed to maintain the existing pattern of street adjacent storefronts and a consistent scale of development along the street facade.*
- *The need to recognize that rear facades and store entrances off rear parking lots and alleys need to be treated appropriately for customer use.*

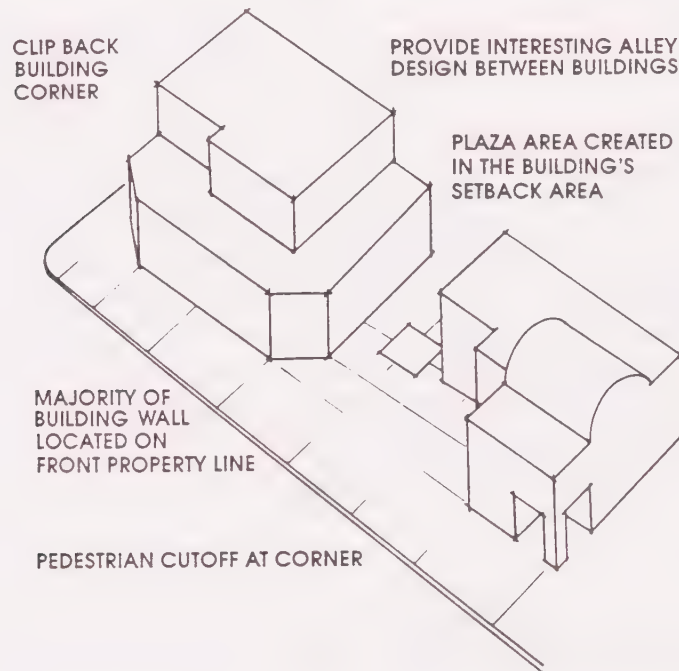
2. Architectural Guidelines For Downtown Commercial

- a. Since most new development in the downtown commercial category will be infill projects adjacent to existing buildings, it is important to consider the scale of these buildings and how they relate to the street when designing a new project. The upper stories of a building which are above the predominant building height in the area should be set back a minimum of 10 feet for each 2 stories.
- b. Where possible, customer entrances from rear parking lots and alleys should be provided. These should be enhanced with lighting, canopies, landscaping, trash enclosures, and where necessary the relocation or screening of unsightly utility lines and meter boxes.
- c. Canopies and awnings should be utilized to add visual interest, variety, and color to storefronts. They are especially useful in breaking up large flat walls adjacent to the sidewalk, focusing attention on entrances and display windows, and providing shade for pedestrians along the sidewalk (refer to general architectural guidelines).
- d. Storefront construction should be a minimum of 60% transparent with a maximum of 85% transparency at the ground floor.
- e. Upper story street wall construction should be a minimum of 35% transparent.
- f. Reflective glass should not be the "mirror look", reflective-type. The reflective co-efficient of any glass used should be less than 30. Where tinted glass is used, the transmittance coefficient should be greater than 30.

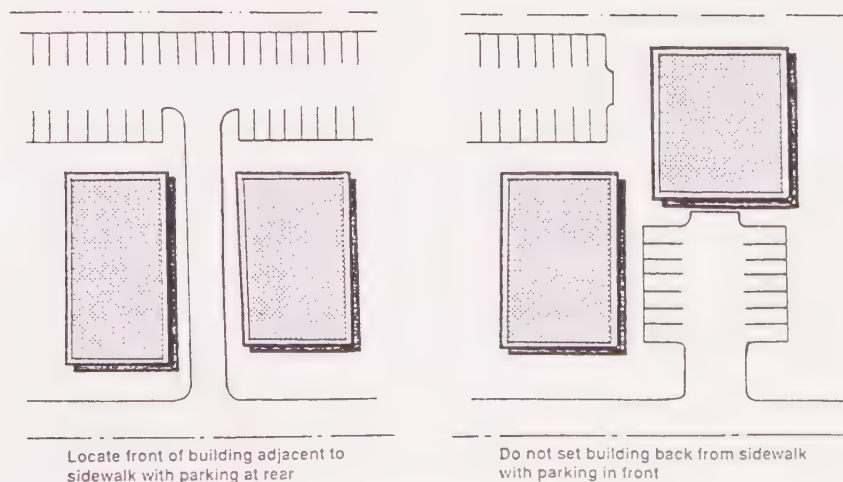
3. Site Planning Guidelines For Downtown Commercial

- a. The first two floors of buildings in the downtown commercial area should be constructed to the front property line. They should not be set back to permit parking between the building and the sidewalk. If buildings are set back from the front property line, the setback area should be completely landscaped except for access driveways. Areas should be provided for pedestrian plazas and courtyards to connect the building to the sidewalk.
- b. Where a new building is to be constructed and existing buildings on each side are set back from the front property line, the new building should be set back a distance equal to the average setback of the other two buildings. If only one building is set back, the new building should be built to the sidewalk, or to within 10 feet of the front property line.

- c. The front building wall should be oriented parallel to the street. Slight modifications can be allowed, although entire frontages set on 45 degree angles to the street are discouraged except at corner locations.
- d. Storefronts and main pedestrian entries for all buildings should be oriented to the adjacent street. Secondary rear or side pedestrian entries are encouraged.
- e. New buildings are encouraged to set back their corners at intersections to create pedestrian plazas as well as improve visual sight lines for vehicles. The minimum corner setback dimension is 15 feet and larger setbacks are strongly encouraged.



- f. Parking lots should be located to the rear or sides of buildings. Parking lots located between the street and buildings are highly discouraged.



H. DESIGN CONSIDERATIONS FOR SPECIAL USES

The design guidelines in this section cover specific uses and building types which, because of the unique design issues associated with them, require special attention. The following special guidelines supplement the more general commercial guidelines presented previously and should be considered in conjunction with them for applicable projects. Specific uses and building types covered in this section are:

- *Hotels, motels, and hospitals*
- *Residential care facilities*
- *Automobile related uses*
- *Drive-through or drive-in businesses*
- *Mixed use*

1. Hotels, Motels, And Hospitals

a. Design Issues

This category includes freestanding hotels and motels (buildings housing more than fifty units) and hospitals with 100 or more beds. In responding to the needs of guests/patients these buildings often have problems with providing sufficient amounts of amenities and services on the site while maintaining a certain level of privacy. Also, due to the inherent size of these types of uses, they can easily become imposing landmarks in relation to their surroundings. This may, or may not, become a design issue depending on the site location and the design quality of the structure.

b. Architectural Treatment

- The design and scale of the structure should relate to the form and scale of surrounding structures to the greatest extent possible.
- Combinations of high rise, midrise and lowrise building elements which create sensitive transitions in form and scale with surrounding structures are preferred over buildings of a single consistent height.
- Structures above 3 stories should set back the front facade a minimum of 10 feet for each additional 2 stories.
- Whenever possible, consider how design characteristics of surrounding architecture can be repeated or adapted in the design of new hotels, motels, and hospitals.
- Hotels which face important commercially oriented streets or plazas should be designed to incorporate retail or restaurant uses on the ground floor versus blank walls.



Undesirable articulation
of building facade



Desirable articulation
of building facade

c. Materials

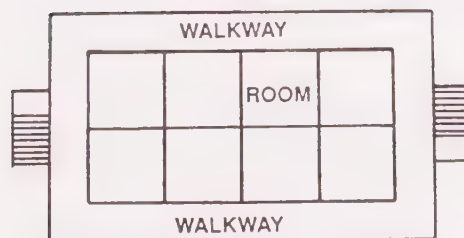
Use building materials and design features that promote a sense of permanence and a diversity of style and detail. More specifically, emphasize "permanent" materials (e.g. brick, stone, stucco, concrete, tile, steel and glass, etc) as primary building materials. Avoid the use of wood, bare aluminum and plastic.

d. Site Planning

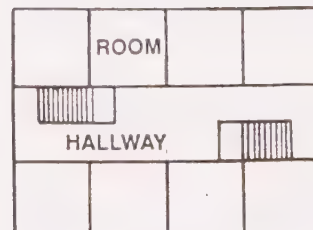
- Avoid locating driveways, garage ramps or loading and service areas where they interfere with the flow of pedestrian movement or impact the privacy of guest rooms.
- Utilize parking lots and other open spaces on the site to help buffer the hotel, motels, and hospital from any adjacent incompatible land uses.

e. Other Elements

- For structures over 3 stories, make guest rooms accessible from hallways within the hotel. Avoid room entrances directly adjacent to parking lots or exterior walkways. Access from interior hallways or courtyards is also encouraged for 1 to 3 story hotel buildings.



AVOID THIS



DO THIS

- Avoid exposed air conditioning units for each guest room.
- Screen mechanical equipment on roofs. Locate equipment in mechanical/utility rooms surrounded by a solid screening wall, wherever possible.

2. Residential Care Facilities

a. Design Issues

Residential care facilities are typically freestanding buildings which because of their unique use must be larger than typical residential units, yet still have the appearance of a residential use versus an institutional use.

b. Architectural Treatment

- Provide a distinctive roof shape which is compatible with other residential roof shapes in the immediate area. Avoid an austere, flat top box appearance.
- Provide a distinctive residential character in the structure. Avoid elements such as large expanses of glass, commercial double doors, etc.
- Unbroken roof lines should not exceed 70 feet in length in order to maintain a more residential scale for the facility.
- Whenever possible consider how unique design characteristics of surrounding residential areas can be repeated or adapted in the design of new residential care facilities.

c. Materials

Select building materials which are found within the immediate residential neighborhoods. Avoid reflective glass walls, metal siding or concrete for exterior finishes.

d. Site Planning

- To create a residential atmosphere for the facility the site plan should limit the amount of visible surface parking in front of the structure.
- Design the site to incorporate internal courtyards, private spaces, patios and gardens.
- Avoid locating driveways, garages or loading and service areas where they interface with the flow of pedestrian movement or impact the privacy of guest rooms.

3. Automobile Related Uses

a. Design Issues

There are two basic forms of automobile uses that these guidelines are meant to address. The first consists of simple service stations. The second type covers automobile maintenance and repair establishments.

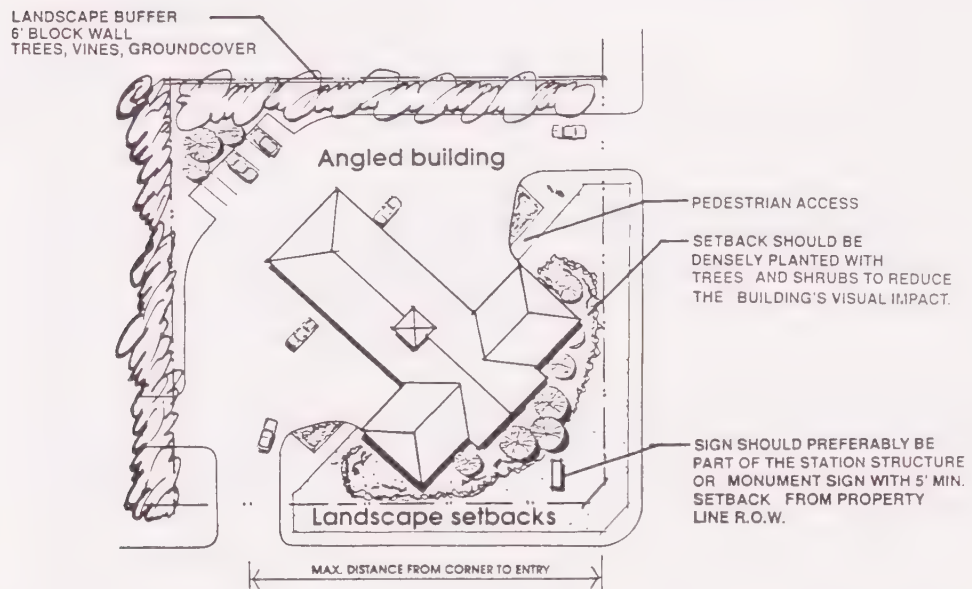
The primary design issues concerning these uses relate to the need to screen, or otherwise hide from public view, some of the more unattractive repair and storage operations that take place at automobile related uses. Another issue more specifically associated with gasoline service stations is the need to accommodate site ingress and egress safely and efficiently because of the large number of turning movements these uses generate.

b. Architectural Treatment

- Automotive use structures should incorporate full roof treatments with moderate pitch, varied parapet height and complete screening of mechanical equipment.
- Architectural treatments should conform to the design guidelines for other commercial corridor structures found in this manual.
- Pump island canopies should be architecturally treated and should be designed as part of the station structure itself and also incorporate full roof treatments.
- Service stations should incorporate facade material to produce texture and to provide interest. Such materials include, but are not limited to, split face block, brick, slumpstone, clapboard, textured block or stucco. Painted metal siding is discouraged unless integrated.
- All automotive repair bays should be provided with roll-up doors (or similar) with all operating mechanisms located on the interior of the structure.

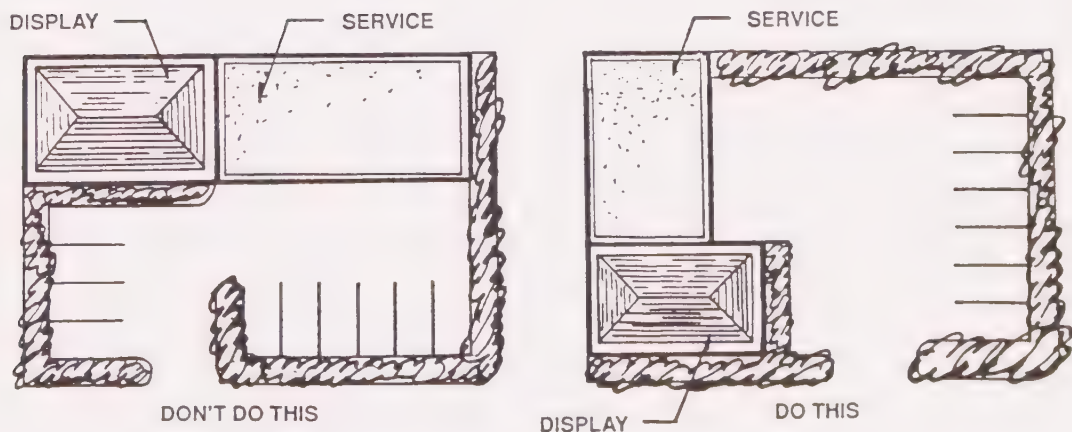
c. Site Planning

- Service stations should be oriented away from the major street, placing any bay door openings on the rear of the structure facing away from public streets.



Desirable service station arrangement.

- Automotive maintenance and repair facilities should orient service bay door openings away from public streets and any main parking facilities, especially if located in a commercial center.



- Curb cuts should be limited to one per street for corner locations, or two per street for mid-block locations.
- Curb cuts should be placed as far from intersections as possible.
- Curb cuts on the same street should be placed at least 25 feet apart.

4. Drive-through or Drive-in Businesses

a. Design Issues

This section establishes guidelines for development of businesses which rely on drive-through or drive-in patronage. Such businesses include, but are not limited to, fast food restaurants, banks, savings and loans, and car washes.

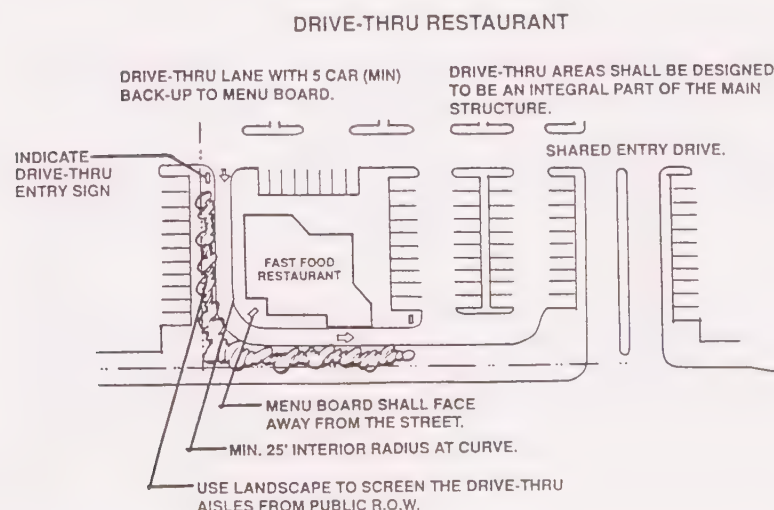
The major design issues related to these types of establishments are site plan that promote efficient vehicular access and on-site circulation, while adequately buffering adjacent uses.

b. Architectural Treatment

Drive-through facilities should review the architectural guidelines for general commercial and corridor commercial discussed previously.

c. Site Planning

- Drive-through aisles should provide adequate on site queuing distance to accommodate 5 cars before the first stopping point (e.g. menu board, teller window).
- Drive-through isles should have a minimum 25 foot interior radius for any curves.



- Pedestrian walkways should not intersect the drive-through drive-aisle, but where they cannot be avoided, they should have a minimum 15 foot clear visibility, and they should be emphasized by enriched paving.
- Whenever physically possible, the main structure should be sited so as to maximize the distance for vehicle queuing while screening the drive-through operations located on the back side of the structure.
- Self service car washes should orient wash bays perpendicular to the main street frontage. Dense landscaping should be utilized to buffer any blank walls facing the street.

5. Mixed Use Projects

a. Design Issues

For the purpose of these guidelines, mixed use projects are defined as developments which combine both commercial and residential uses or structures on a single lot, or as components of a single development. The uses may be combined either vertically on the site within the same structure, or spread horizontally on the site in different areas and structures.

The primary design issue related to mixed use projects is the need to successfully balance the requirements of residential uses, such as the need for privacy and security, with the needs of commercial uses for access, visibility, parking, loading, and possibly extended hours of operation.

The guidelines for mixed use projects also apply to commercial projects adjacent to residential uses and to residential projects in commercial zones. The residential in-fill guidelines will also apply to residential projects in commercial zones.

b. Architectural Treatment

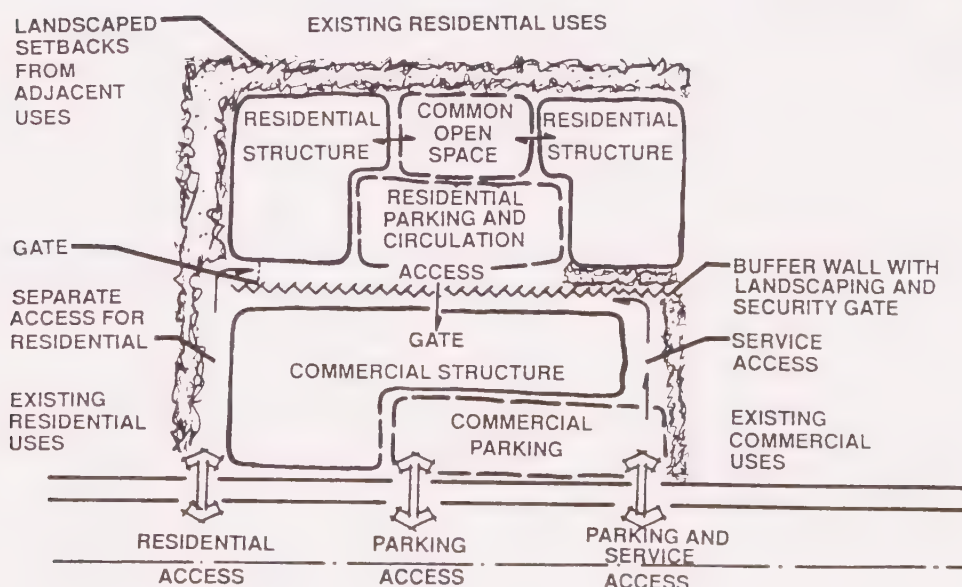
- The architectural style and use of materials should be consistent throughout the entire mixed use project. Differences in materials and/or architectural details should only occur on a structure where the intent is to differentiate between the residential scale and character of the structure and the commercial scale and character.
- The design of storefronts should be consistent with the design guidelines for commercial development. The residential portion of a mixed use structure should use design elements such as windows and balconies that reflect a residential character.

- Projects three stories or less in height should incorporate full roofs on at least 50% of the roof area.
- Structures with heights greater than three stories should set back upper portions of the structure a minimum of 10 feet for each additional two stories.
- All roof mounted equipment shall be screened in accordance with the requirements of the Land Use Code. Special consideration should be given to the location and screening of noise generating equipment such as refrigeration units, air conditioning, and exhaust fans. Noise reducing screens and insulation may be required where such equipment has the potential to impact residential uses.

c. Site Planning

- Mixed use projects that provide commercial space on the ground floor with residential units above are encouraged over projects that provide commercial structures on the front portion of the lot with residential uses placed at the rear of the lot. This latter configuration does not meet the intent of a true mixed use project which incorporates vertical integration of uses. However, a horizontal separation (commercial to the front, residential to the rear) of uses may be appropriate depending on the size of the site and available access.
- Separate site access drives and parking facilities should be provided for residential uses and commercial uses in accordance with the City of National City Land Use Code.
- If enclosed parking is provided for the entire complex, separate levels should be provided for residential and commercial uses with separate building entrances.
- Site access drives should incorporate distinctive architectural elements and landscape features which help to differentiate access to commercial parking areas from residential areas. Security gates should be considered for access to residential uses and residential parking areas, as well as to securing commercial parking areas when businesses are closed.

- When a mixed use project is designed as separate structures on a lot with the commercial uses along the street and residential uses at the rear, a decorative masonry wall with security gates should separate the uses.
- Loading areas and refuse storage facilities should be located as far as possible from residential units and should be completely screened from view from the residential portion of the project. The location and design of trash enclosures should account for potential nuisances from odors.
- Parking lot lighting and security lighting for the commercial uses should be appropriately shielded so as not to spill over into the residential area or impact the residential units in any way. Residential units should also be shielded from illuminated commercial signing whenever possible.
- Open space intended for use by residents only should not be accessible from commercial areas. Open space and courtyards in commercial areas should be accessible to residential occupants and visitors.
- When residential and commercial uses are provided in the same structure, separate entrances should be provided for each use.



CONCEPTUAL LAYOUT
FOR SMALL MIXED USE PROJECT

IV. RESIDENTIAL INFILL DESIGN GUIDELINES

A. INTRODUCTION

The design guidelines for residential development cover single family as well as multiple family residential infill projects. The guidelines apply to new single and multiple family projects on single lots in existing residential neighborhoods. Additions to existing dwelling units and exterior remodels should also follow the guidelines where applicable.

It is not the intent of these guidelines to promote any particular architectural style for residential projects, nor is it the intent of these guidelines to discourage innovative design or individual expression. The guidelines are intended to encourage the general upgrading of residential neighborhoods by providing a guide for integrating new residential projects and additions into the existing context of the neighborhood. "Context" and "compatibility" are the watchwords concerning residential infill projects. Projects which intrude into a neighborhood either by their scale and bulk, or by their lack of architectural compatibility are discouraged.

The issue of compatibility is especially critical when considering larger, more dense multiple family projects. Often such projects are developed adjacent to older single family residences and measures should be taken to insure that the height and bulk of these higher density projects do not impact lower density areas.

Another issue related to multiple family projects is security. The first line of defence against unauthorized intruders is a well designed project that has considered potential security related problems in its initial design. This section provides some simple guidelines to follow to increase the level of security for multiple family projects.

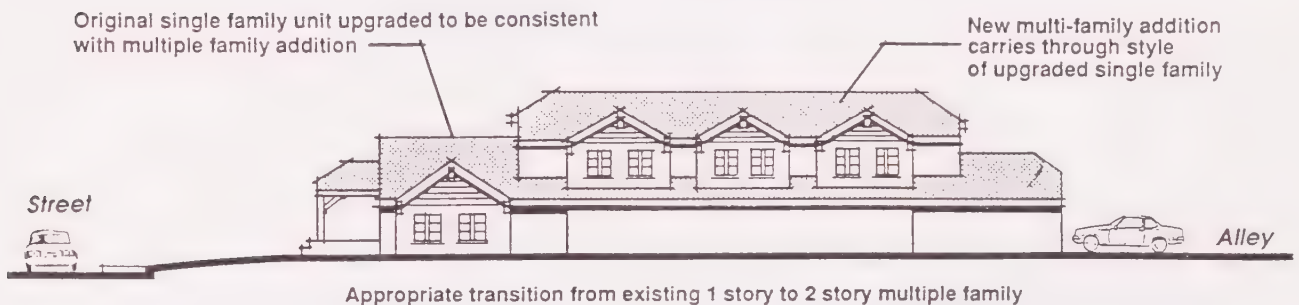
The residential design guidelines are divided into the following subsections:

- A. Introduction
- B. Design Guidelines for Multiple Family Infill Projects
- C. Design Guidelines for Single Family Infill Projects

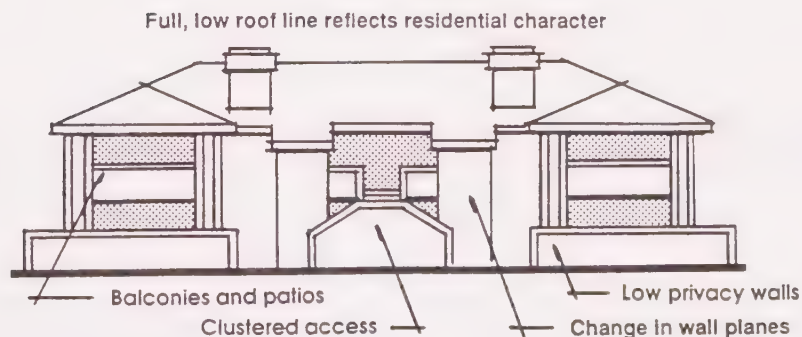
B. DESIGN GUIDELINES FOR MULTIPLE FAMILY INFILL PROJECTS

1. Architectural Considerations

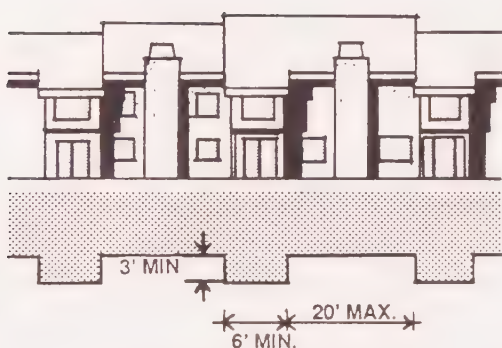
- a. New multiple family development in existing neighborhoods should incorporate architectural characteristics and maintain the scale of existing structures on the property and surrounding neighborhood, for example; window and door detailing, facade decoration, materials, color, roof style and pitch, porches, and the like.



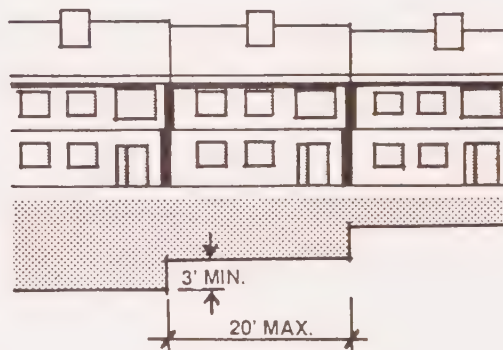
- b. Changes in plane and height, and the inclusion of elements such as balconies, porches, arcades, dormers, and cross gables mitigate the barracks-like quality of flat walls and roofs, and of excessive length, which are often characteristics of multiple family projects.



- c. The incorporation of balconies, porches, and patios within the building form is encouraged for both practical and aesthetic value. These elements should be integrated to break up large wall masses, offset floor setbacks, and add human scale to buildings.
- d. Hipped or gabled roofs covering the entire building are preferable to mansard roofs or segments of pitched roofs applied at the building's edge.
- e. Wall planes should not run in one continuous direction for more than 20 feet without a change of at least 3 feet. Where this is accomplished by the use of a building projection, such projection should be minimum of 6 feet wide.



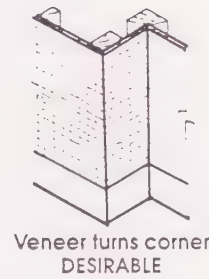
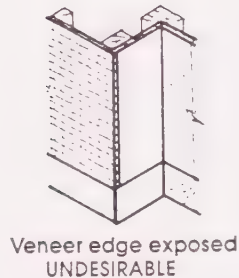
ARCHITECTURAL PROJECTION



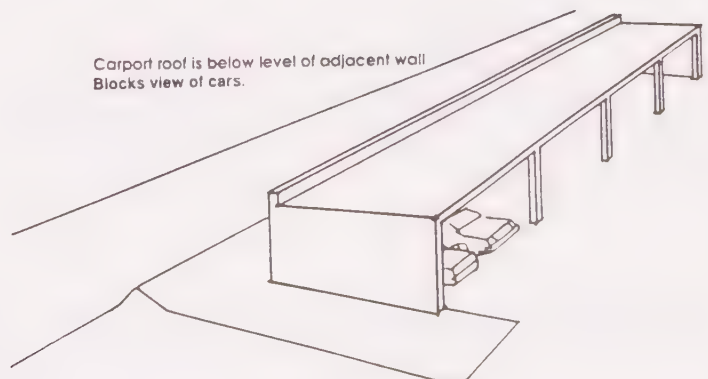
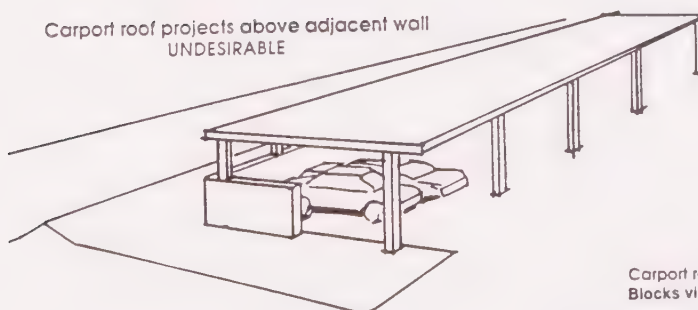
CHANGE IN WALL PLANE

- f. Projects containing more than 10 dwelling units should be broken up into groups of structures with each structure containing not more than 6 to 8 units.
- g. When an existing single family unit is to remain on the site where new multiple family units are to be constructed, the existing unit should be upgraded to be compatible with the new units. If conditions prevent such an upgrading, the existing unit should be demolished.
- h. Materials selected for multiple family projects should be very durable, require low maintenance, and relate a sense of permanence. Frequent changes in materials should be avoided.

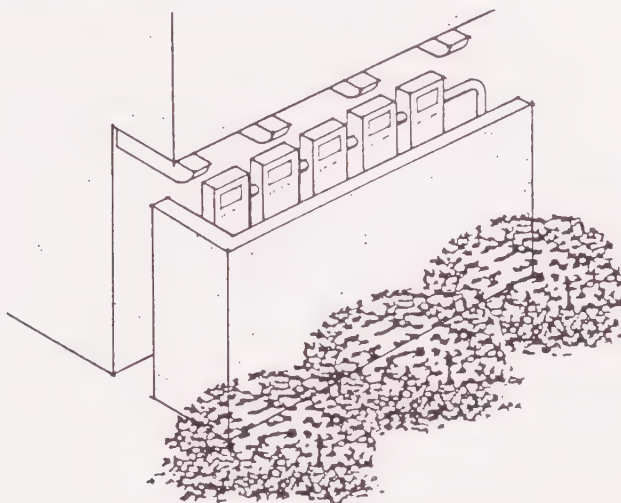
- i. The composition of materials should avoid giving the impression of thinness and artificiality. Veneers should turn corners, avoiding exposed edges.



- j. The selection of appropriate exterior building materials should be based on the existing style and materials used in the surrounding neighborhood. If concrete block is used it should receive a finish coat of stucco.
- k. Carports, detached garages, and accessory structures should be designed as an integral part of the overall of project. They should be similar in materials, color, and detail to the principal buildings of a development.
- l. If carports are permitted to utilize flat roofs, the roofs must not project above any exterior walls adjacent to streets. Prefabricated metal carports are discouraged.



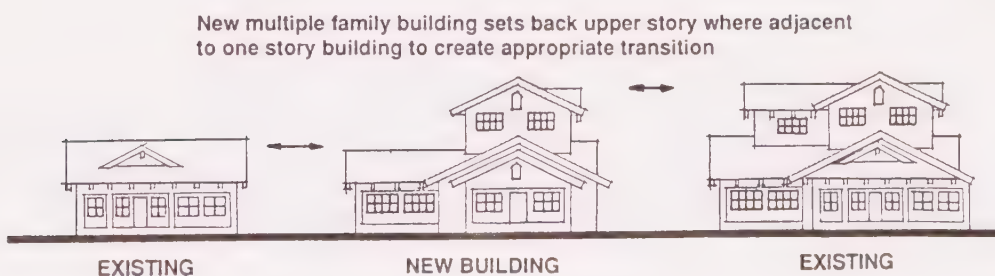
- m. All mechanical equipment whether mounted on the roof or ground should be screened from view. Screen walls should be architecturally integrated with structures.



Utility meters and other outdoor equipment must be suitably screened from view. Screening devices must be compatible with adjacent buildings.

2. Site Design Considerations

- a. New multiple family developments should be designed to continue the on-site relationships of the original structure(s) and surrounding neighborhood. Access to parking should be taken from an adjacent alley whenever possible.
- b. Because multiple family projects are usually taller than one story, their bulk can impose on surrounding uses. The height of such projects should be considered within the context of their surroundings. Buildings with greater height may require additional setbacks at the second story so as not to impose on adjacent single story uses.



- c. Front yard setbacks for new multiple family projects should be equal to or greater than the average setbacks for the two adjacent properties. If one or both of the adjacent properties are vacant then the average may be calculated on the next adjacent occupied property.

EXISTING SINGLE FAMILY ELEVATIONS



INAPPROPRIATE INFILL OF MULTI-FAMILY STRUCTURE



Multi-family addition does not conform to style of existing neighborhood

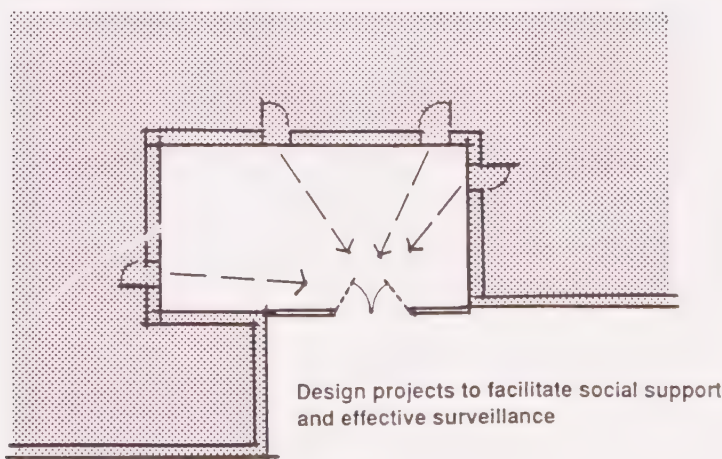
APPROPRIATE INFILL OF MULTI-FAMILY STRUCTURE



Architectural form and details conform to existing neighborhood

3. Security Considerations

- a. The most common security problems for multiple family projects are:
 - *Uncontrolled access to parking where outsiders may enter freely.*
 - *Uncontrolled pedestrian access to the site.*
 - *Unassigned common areas, including parking spaces, provide opportunities for outsiders to go unnoticed on the site.*
 - *Security at building or site entrances is difficult to maintain if not visible from the public street or from well used common areas within the complex.*
- b. Both public and private spaces should be appropriately delineated with paving, building materials or grade separation, or with physical barriers such as landscaping, fences, walls, screens, or building enclosures. By defining spaces outside living units or groups of living units, residents will be more inclined to notice any unusual activity or intrusion.
- c. Entrances for both automobiles and pedestrians should be marked with gates and lights. By defining and controlling access points to the building, unauthorized intruders will be deterred.
- d. It is important that all entrances to a site be designed to be easily visible from a public street or alleyway. It is also essential that interior and exterior access points and corridors are well lit.
- e. Interior open spaces, courtyards, circulation corridors and balconies, and individual living unit entrances should be visible from a majority of the living units. The units should also allow easy surveillance from within the living units.



- f. Obscured spaces where intruders might hide should be avoided in the design of all new multiple family projects.
- g. Lighting for pedestrian walkways should be maintained at 0.5 foot-candles for average areas such as through common areas, and at 0.8 footcandles for security areas such as at site entrances and walkways from parking areas.
- h. In larger complexes, living units should be clustered in small groups of 6 to 8 units. This will help establish an active social network between residents and will reinforce the sense of territoriality in each cluster of units.
- i. Garages or security gates should be provided for parking areas, where feasible.

4. Screening Of Storage and Equipment Areas

Outdoor storage and trash areas present a negative visual experience, especially in commercial areas, and should be concealed from public view to the greatest degree possible.

- a. Any exterior storage or trash area should be confined to portions of the site least visible to public view.
- b. Screening should consist of a combination of elements including solid masonry walls, berms, and landscaping. Chainlink fencing with wood or metal slatting is not recommended when visible from the public right-of-way.
- c. Any equipment, whether on the roof, side of building, or ground, should be screened. The method of screening should be architecturally integrated with the building in terms of materials, color, shape, and size.
- d. Where individual equipment is provided reasonably close together, a continuous screen is desirable as opposed to a number of individual screens.
- e. Trash enclosures should be designed according to guidelines adopted by the City Council, as required in Title 7 of the Municipal Code.

C. DESIGN GUIDELINES FOR SINGLE FAMILY INFILL PROJECTS

1. Architectural Considerations

- a. New single family projects should incorporate the distinctive architectural characteristics of surrounding development, for example: window and door detailing, decoration, materials, roof style and pitch, finished-floor height, porches, bay windows, and the like.
- b. Rooflines of building additions should be constructed to integrate the addition with the existing building. Contrasting rooflines which emphasize the separate construction of the addition, such as shed roofs extending from the wall of a structure with a hip or gable roof, should be avoided.



Flat or shed roofline addition contrasts with the existing roofline.

DON'T DO THIS



Roofline addition is integrated into the design of the existing building.

DO THIS

- c. Exterior materials, window details, and colors of building additions should match those of existing structures.
- d. Roof pitches in common use in the residential neighborhood are gable and hip. New residential construction and additions should incorporate roofs which are compatible with the existing neighborhood style. Minimize the use of flat roofs unless the surrounding context suggest their use, or the structure being added on to has a flat roof.

- e. Walls should be of either wood or simulated wood clapboard or stucco where the style and context would allow it. Brick or stone is recommended as an accent material. Clay tile is also a very suitable material for roofs and accents, but very shiny glazed roof tile should be avoided.
- f. If concrete block is used for exterior wall construction it should receive a finish coat of stucco.
- g. While two story construction is considered acceptable in single story neighborhoods, the structure should incorporate both vertical and horizontal variations in the wall planes in order to reduce the overall bulk of the project and develop a smaller scale to be compatible with adjacent single story structures.



New single family addition repeats style and details of existing unit



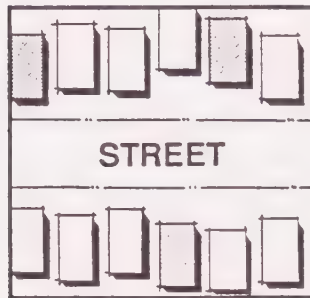
New single family unit repeats style and scale of neighborhood. Good vertical and horizontal articulation.

- h. The use of any roof mounted equipment is highly discouraged for single family units. If alternatives are not feasible, equipment must be screened from view in a manner which blends with the architectural style of the house, including use of materials and colors.

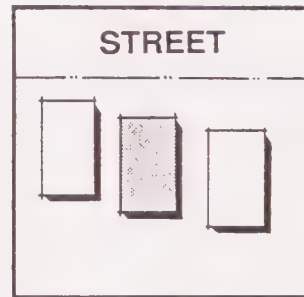
2. Site Design Considerations

- a. New development should continue the functional, on-site relationships of the surrounding neighborhood. For example, in many older neighborhoods common patterns that should be continued are entries facing the street, front porches, and parking at the rear.

- b. Front yard setbacks for new single family development in existing neighborhoods should be either:
- *Equal to the average setback of all residences and buildings on both sides of public streets within 100 feet of the property lines of the new project, or;*
 - *Equal to the average of the two immediately adjacent buildings.*

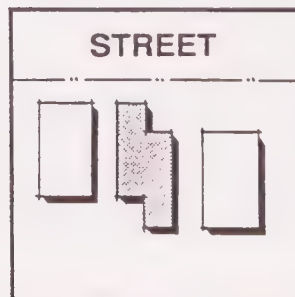


Average of setbacks on both sides of street.



Average of setbacks of adjacent buildings.

- c. In cases where averaging between two adjacent existing buildings is chosen, the new building may be averaged in a stepping pattern.



Stepped setbacks to match adjacent buildings.

- d. Side yard setbacks in the neighborhood create a certain rhythm along the street. New projects or additions should be respectful of the open space pattern created by these setbacks.

V. INDUSTRIAL DESIGN GUIDELINES

A. INTRODUCTION

Like the commercial and residential design guidelines, the guidelines for industrial development do not seek to impose a particular architectural theme or style, but to promote quality development which will be an asset to the City. These guidelines will assist the developer to understand the City's concept of "quantity" design relative to industrial projects.

The design guidelines in this section are in two parts, 1) general guidelines for all industrial development, and 2) guidelines for infill industrial projects on small lots in mixed use neighborhoods.

The industrial design guidelines are divided into the following subsections:

- A. Introduction
- B. General Architectural Guidelines
- C. Site Planning Guidelines
- D. Guidelines for Industrial Projects in Mixed Use Neighborhoods

B. GENERAL ARCHITECTURAL GUIDELINES

1. Desirable Elements

The architectural qualities and design elements for buildings that are most actively encouraged are:

- *Variety of building indentations and architectural details*
- *Building entry accentuation*
- *Screening of equipment and storage areas*
- *Landscaping to soften building exteriors and buffer between uses*

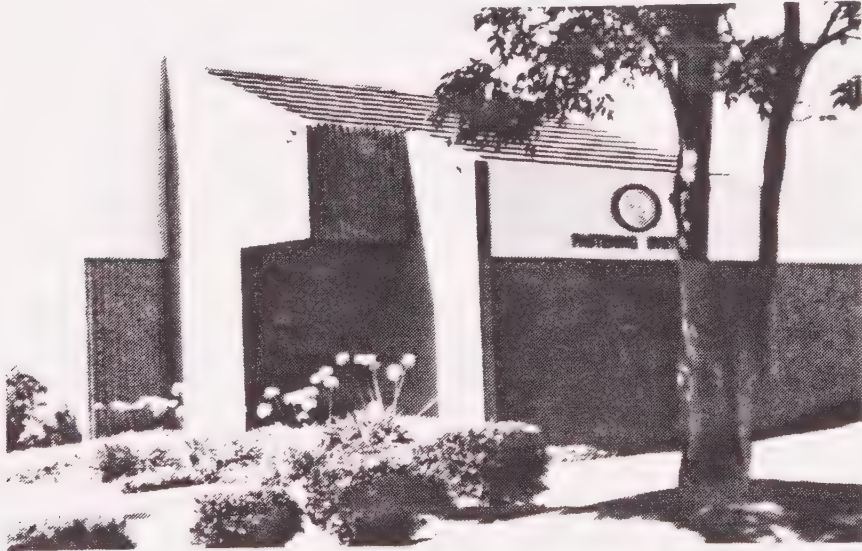
2. Undesirable Elements

The elements to avoid or minimize are:

- *Large blank, flat wall surfaces*
- *Exposed, untreated concrete block walls (except split face)*
- *New chain link fencing with barbed wire (for security reasons barbed wire may be acceptable in combination with other fencing, including solid masonry walls, plaster surfaces walls, or wooden fences).*
- *"Stuck on" mansard roofs on small portion of the roofline*
- *Loading doors facing the street*
- *Exposed roof drains*

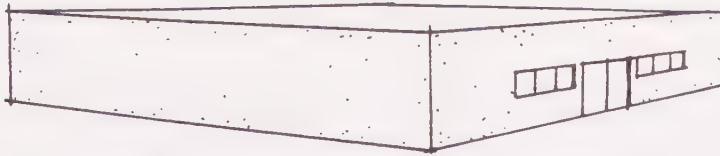
3. Building Form

- a. Employ variety in building forms, to create visual character and interest.
- b. Avoid long unbroken building facades. Facades with varied front set-backs are strongly encouraged.
- c. Warehouses should avoid blank front and side wall elevations on street frontages through the use of building indentations and architectural details.
- d. Entries to industrial buildings should portray a quality office appearance while being architecturally related to the overall building composition.

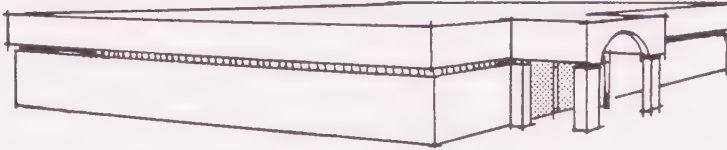


Building entrance is enhanced with landscaping and architectural elements for emphasis.

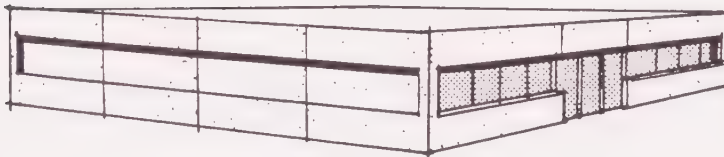
- e. Alteration of colors and materials should be used to produce diversity and visual interest.



Plain box-like structures are unacceptable



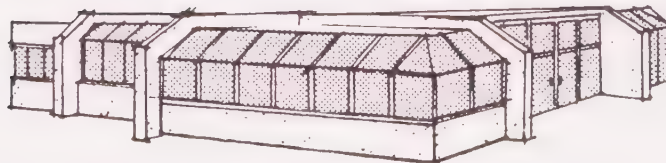
Entry projection and indentation color bands



Vertical seams, window glazing bands and textured walls



Window glazing, color bands, textured walls and entry indentation

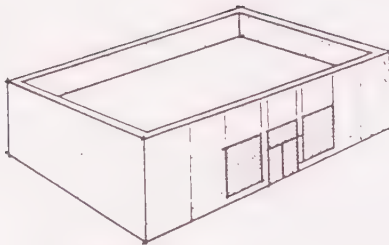


Mix of complimentary materials, varied wall planes, increased window areas, and some textured walls

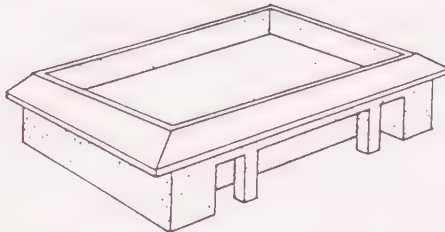
The above figures represent examples of appropriate applications of design features aimed at reducing the box-like appearance of standard industrial buildings. They range from least effective at the top, to most effective at the bottom.

4. Roofs

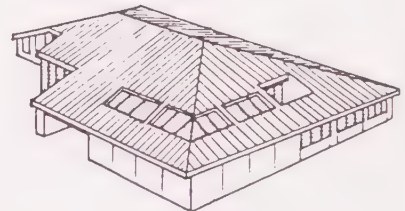
- a. A full roof over the entire building is preferred, or a mansard roof around the entire perimeter is acceptable. Flat parapet walls with no architectural treatment at the roofline are discouraged where other alternatives are feasible.
- b. Roof drains should not be exposed on industrial buildings.



DISCOURAGED



ACCEPTABLE



PREFERRED

- c. Roof-top equipment should be screened from view by architectural features integrated with the design of the structure.

5. Style

- a. Although no particular style is being suggested, a clear, consistent design solution should be used. Avoid confusion of forms, scales, materials and details.
- b. Avoid mixing incompatible materials or styles, i.e. rustic wood shingle and polished chrome or a colonial front on a large and otherwise industrial looking building.

6. Material

- a. Use various siding material, i.e. metal, masonry, concrete texturing, cement or plaster to produce effects of texture and relief that provide architectural interest.
- b. Avoid materials with high maintenance such as stained wood, clapboard, or shingles.
- c. Use wall materials that will withstand abuse by vandals or accidental damage from machinery.
- d. Wall surfaces should be finished to reduce opportunities for graffiti. If walls have smooth surfaces they should be painted in a neutral color.
- e. Whenever possible vines should be maintained on walls and plant material utilized immediately adjacent to walls to discourage graffiti.

7. Metal Buildings

- a. All metal buildings must be designed to have an exterior appearance of conventionally built structures. Exterior surfaces must include either stucco, plaster, glass, stone, brick, or decorative masonry. Stock, "off-the-shelf" metal buildings are highly discouraged as primary structures.
- b. Metal buildings should employ a variety of building forms, shapes, colors, materials and other architectural treatments to add visual interest and variety to the building. Such treatments should emphasize the primary entrance to the building.
- c. All exterior surfaces of metal buildings which have the potential of being contacted by vehicles or machinery should be protected by the use of landscaped areas, raised concrete curbs, and traffic barriers.

8. Color

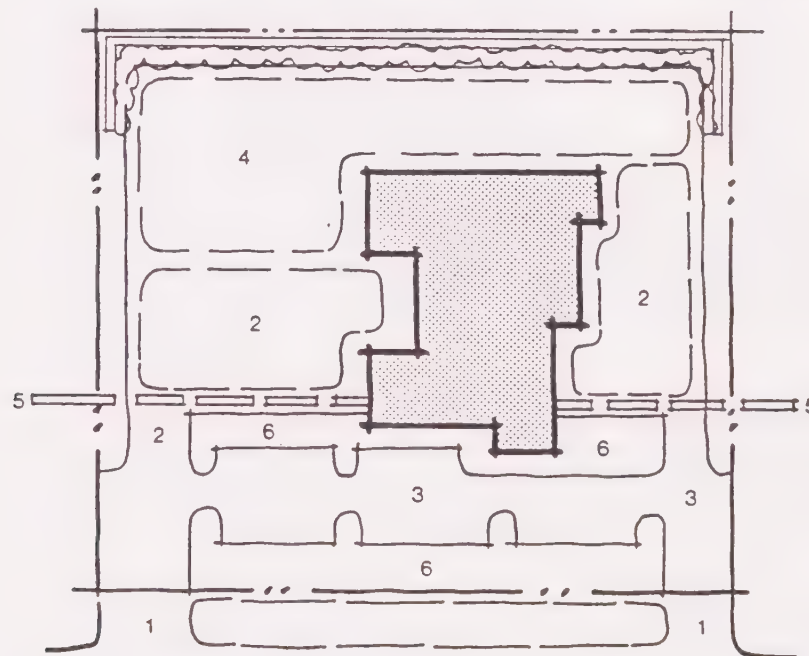
- a. Blending of compatible colors in a single facade or composition is a good way to add interest and variety while reducing building scale and breaking up plain walls.
- b. Light, neutral colors should be used on industrial buildings to help reduce their perceived size. Contrasting trim and horizontal color bands can help break up the vertical monotony of tall flat walls.

C. INDUSTRIAL SITE PLANNING GUIDELINES

1. General Site Planning Principles

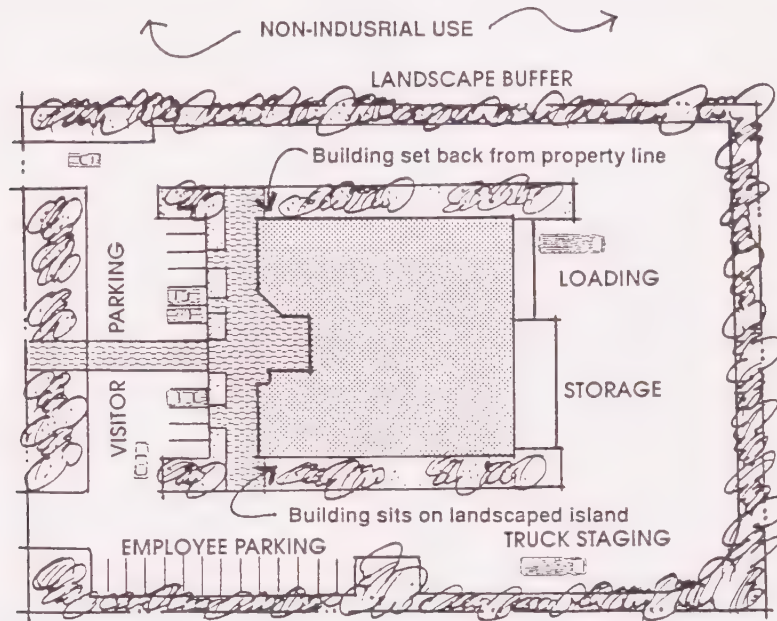
- a. The main elements of sound industrial site design are illustrated below and include:

- *Controlled site access (1)*
- *Service areas located at the sides and rear of buildings (2)*
- *Convenient public access and visitor parking. (3)*
- *Screening of storage, work areas, and mechanical equipment (4)*
- *Storage and service area screen walls (5)*
- *Emphasis on the main building entry and landscaping (6)*



- b. A variety of building and parking setbacks should be provided in order to avoid long monotonous building facades and to create diversity.
- c. Buildings should be located on "turf islands", where the office portion of the building does not directly abut paved parking areas. A 5 to 7 foot landscape strip should be provided between parking areas and the office portion of a structure.
- d. Building setbacks should be provided proportionate to the scale of the building and in consideration of existing development adjacent to it. Larger structures may require more setback area so as not to impose on neighboring uses.
- e. Building placement which creates opportunities for plazas, courts, or gardens is encouraged. Setback areas can often be used to provide space for patio areas.

- f. Where industrial uses are adjacent to non-industrial uses, appropriate buffering techniques such as setbacks, screening, and landscaping need to be provided to mitigate any negative effects of industrial use.



2. Parking And Circulation

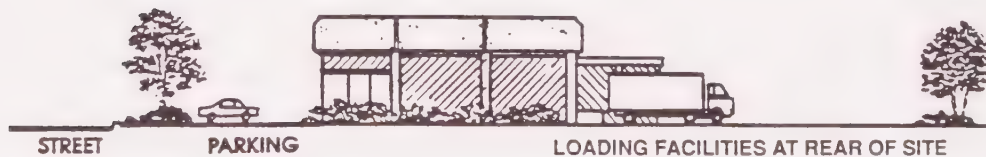
- a. Parking lots and cars should not be the dominant visual elements of the site. Large expansive paved areas located between the street and the building should be avoided in favor of smaller multiple lots separated by landscaping and buildings.
- b. Site access and internal circulation should be designed in a straight forward manner which emphasizes safety and efficiency. The circulation system should be designed to reduce conflicts between vehicular and pedestrian traffic, provide adequate maneuvering and staking areas, and consideration for emergency vehicle access.
- c. Entrances and exits to and from parking and loading facilities should be clearly marked with appropriate directional signage.
- d. A vehicle entering the parking facility shall not be required to enter a street to move from one location to any other location within the parking facility or premises.

- d. Parking lots adjacent to and visible from public street should be screened from view through the use of rolling earth berms, low screen walls, changes in elevation, landscaping or combinations thereof.

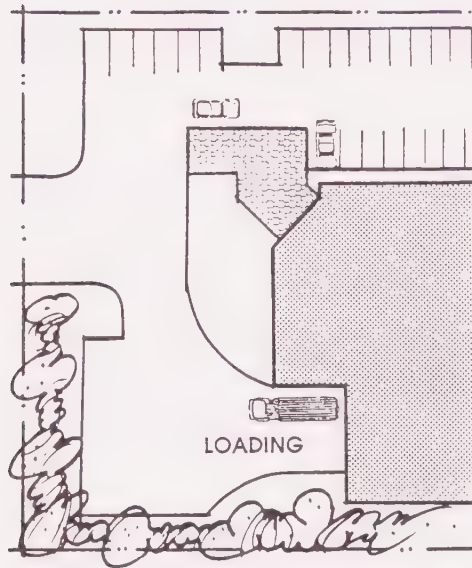


3. Loading Facilities

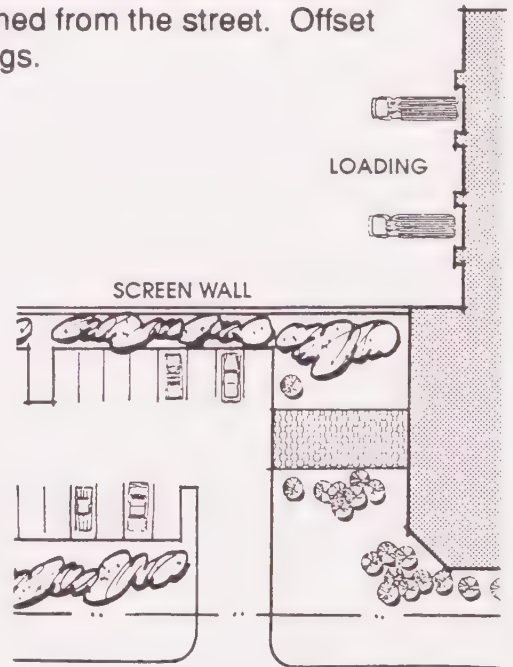
- a. To alleviate the unsightly appearance of loading facilities for industrial uses, these areas should not be located at the front of buildings where it is difficult to adequately screen them from view. Such facilities are more appropriate at the rear of the site where special screening may not be required.



- b. When it is not possible to locate loading facilities at the rear of the building, loading docks and overhead doors should not dominate the building frontage and should be screened from the street. Offset loading facilities from driveway openings.



Offset the loading areas from the driveway openings.

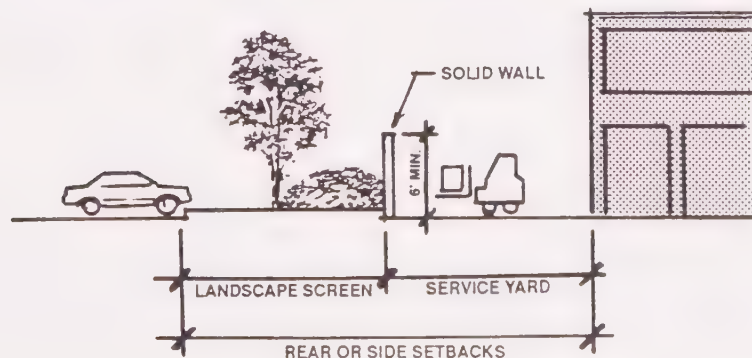


Use decorative solid masonry wall to screen loading areas.

- c. Backing from the public street onto the site for loading causes unsafe truck maneuvering and should not be utilized except at the ends of industrial cul-de-sacs where each circumstance will be studied individually.

4. Screening

- a. Exterior storage should be confined to portions of the site least visible to public view where screening may not be required.
- b. Where screening is required by the Land Use Code, a combination of elements should be used including solid masonry walls, berms, and landscaping. Chainlink fencing with slatting is an acceptable screening material only for areas of a lot not visible from a public street or alley. Walls shall be a minimum 6 feet high.



- c. Where permanent screening is required between a manufacturing zone and a residential zone, a screen wall of solid masonry construction is preferred .
- d. The method of screening should be architecturally integrated with the adjacent building in terms of materials, colors, shape, and size. Where individual equipment is provided, a continuous screen is desirable.
- e. Trash enclosures should be designed according to guidelines adopted by the City Council, as required in Title 7 of the Municipal Code.

5. Walls And Fences

- a. If walls are not required for a specific screening or security purpose they should not be utilized. Walls provide hiding places for intruders and surfaces for graffiti. The intent is to keep walls as low as possible while performing their screening and security functions.
- b. Walls should be designed to blend with the site's architecture. Landscaping should be used in combination with walls whenever possible.
- c. When security fencing is required it should be a combination of solid pillars, or short solid wall segments, and wrought iron grill work.
- d. Long expanses of fence or wall surfaces should be offset and architecturally designed to prevent monotony. Landscape pockets should be provided at intervals along the wall.



Elevation of Solid Wall with Pilasters



Elevation of Staggered Wall



Elevation of Wall /Wrought Iron Combination



Elevation of Planters/Wall



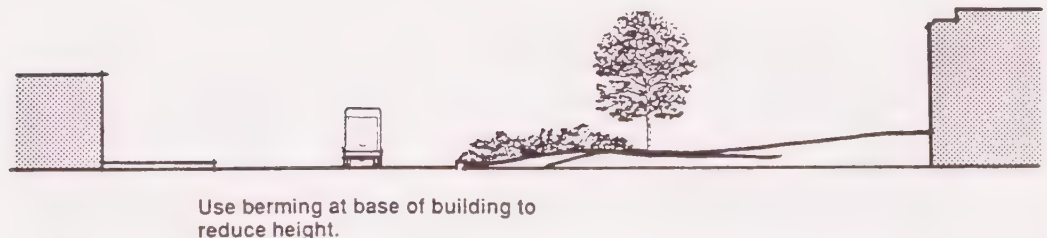
Elevation of Wrought Iron with Pilasters



Elevation of Wall with Breaks

6. Landscaping

- a. For industrial uses, landscaping should be used to define areas such as entrances to buildings and parking lots, define the edges of various land uses, provide transition between neighboring properties (buffering), and provide screening for outdoor storage, loading and equipment areas.
- b. Landscaping should be in scale with adjacent buildings and be of appropriate size at maturity to accomplish its intended purpose.
- c. Use of vines on walls is appropriate in industrial areas because such walls often tend to be large and blank and opportunities for graffiti will be reduced.
- d. Landscaping around the entire base of the building is recommended to soften the edge between the parking lot and building. This should be accented at entrances to provide focus.
- e. Use changes in building elevation or berming at the edge of the building in conjunction with landscaping to reduce structure mass and height along street facades.



- f. Landscaping should be protected from vehicular and pedestrian encroachment by raised planting surfaces, depressed walks, or the use of curbs. Concrete mow-strips are recommended between turf and shrub areas.
- g. Trees should be located throughout the parking lot and not simply at the ends of parking aisles. In order to be considered within the parking lots, trees should be located in planters that are bounded on at least 3 sides by parking area paving.

D. GUIDELINES FOR INDUSTRIAL PROJECTS IN MIXED USE NEIGHBORHOODS

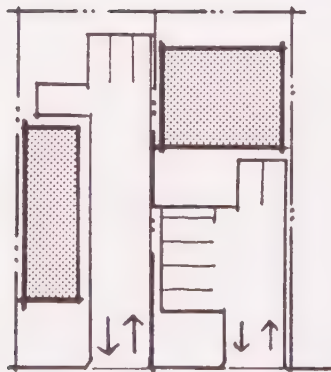
1. Design Issues

- a. The primary issue concerning new industrial development in existing mixed use neighborhoods is the ability to design successful projects on small lots that were previously subdivided for residential uses. Because of the small, narrow lot configurations and the incompatible mixture of uses, a number of issues arise when new industrial developments try to locate in such neighborhoods.
- b. Small lots limit flexibility for alternative site planning configurations and force buildings to the rear of the site with parking, loading and storage usually accommodated between the street and the buildings where these add to the visual clutter of the area.
- c. Because lots are small, developers tend to maximize building square footage while providing the bare minimum requirements for parking, loading areas and landscaping. Site amenities such as pedestrian walkways, open space or entry plazas are usually not provided.
- d. The height and bulk of industrial buildings tend to be out of scale with older houses in the neighborhood and, therefore, tend to dominate the street scene and overwhelm their residential neighbors.

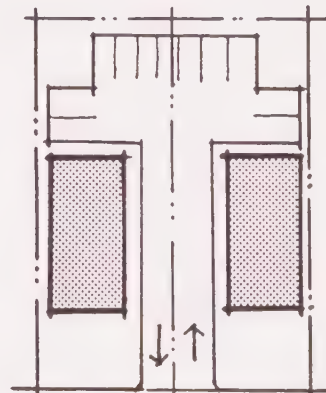
2. Design Guidelines

- a. In transitional neighborhoods where industrial uses are interspersed with residential uses, consideration should be given to the compatibility of height and setbacks between the uses.
- b. If an industrial use is located adjacent to residential uses on either side, it should set back the front of the building a distance equal to the average front yard setbacks of the two adjacent residential uses. This front yard should only be used for landscaping; however, parking may be provided in this area if a 5 foot landscape strip and maximum 4 foot high wall are provided to screen parking from the street. If there is a residential use on only one side, no additional setback is recommended beyond what is required by the City's Land Use Code.
- c. Full roof treatments are more in keeping with the residential character of mixed use neighborhoods. False mansard-type roofs, or other types of roofs with a planted on appearance are discouraged unless they wrap completely around all four sides of the building.

- d. If concrete block is used on the building exterior it should receive a stucco finish coat unless a split face block is used. Brick is a highly desirable material because of its scale and its ability to relate equally well to industrial and residential buildings.
- e. The use of canvas awnings over windows and doors is an effective way to help reduce the scale of the buildings and to add color and visual interest to otherwise plain facades.
- f. Buildings should be designed so that loading doors do not face the street. These should be located to the rear or sides of buildings whenever possible and should be screened with walls and landscaping.
- g. The outdoor storage of materials should be limited to the rear portion of the site and should be completely screened from view and from the street and any adjacent residential use.
- h. The use of shared access drives for contiguous lots is highly encouraged. The benefits of this approach are shown below.



TYPICAL SMALL PARCEL LAYOUT
 Separate layout of small parcels creates less desirable building arrangements. Ratio of parking to building area is high. Small narrow lots decrease potential for architecturally consistent street edge.

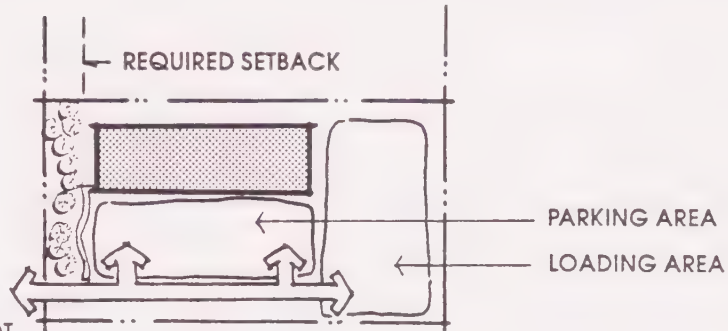


TYPICAL PARCEL LAYOUT WITH TWO PARCELS/SHARED DRIVE
 Combined parcels improve efficiency of rear parking configurations. Combined parcel layouts reduce ratio of parking to building area. Combined parcels reinforce street edge by encouraging consistent building line across front setback.

TYPICAL INDUSTRIAL INFILL SITE CONFIGURATIONS

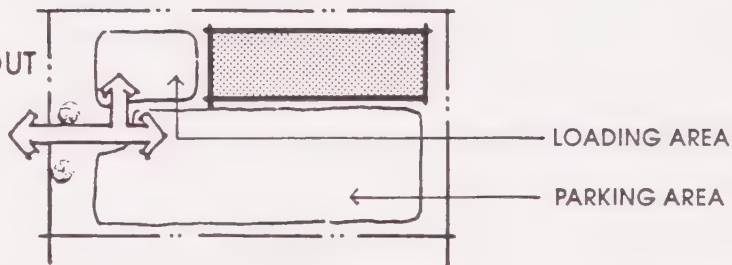
**LONG NARROW BUILDING
PREFERRED LAYOUT**

- LANDSCAPING WITH SCREEN WALL OR BERMED LANDSCAPING
- LOADING AREA AT REAR
- BUILDING AT FRONT OF LOT



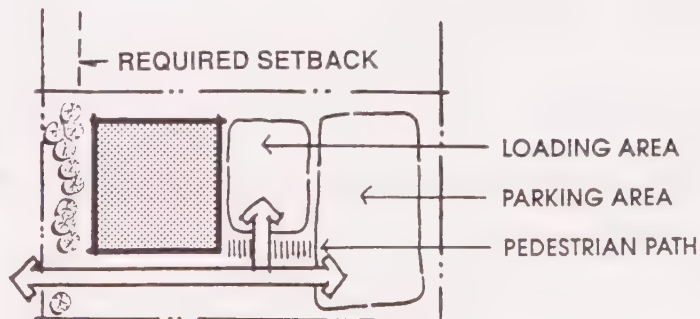
**LONG NARROW BUILDING
DISCOURAGED LAYOUT**

- BUILDING AT REAR OF LOT
- MINIMAL LANDSCAPING AND NO SCREEN WALL
- LOADING AREA AT FRONT



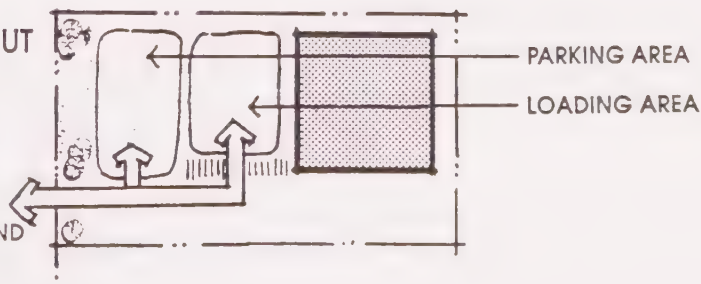
**SQUARE BUILDING
PREFERRED LAYOUT**

- BUILDING AT FRONT OF LOT
- BERMED LANDSCAPING
- PARKING AND LOADING AT REAR OF LOT



**SQUARE BUILDING
DISCOURAGED LAYOUT**

- BUILDING AT REAR OF LOT
- PARKING AND LOADING IN FRONT OF BUILDING
- MINIMAL LANDSCAPING AND NO SCREEN WALL



VI. GLOSSARY OF TERMS

A. ARCHITECTURAL TERMS

Arcade - An arched roof or covered passage way.

Arch - A curved structure supporting its weight over an open space such as a door or window.

Awning - A structure, usually of canvas with a metal frame, extending before a window or door a protection from sun or rain.

Baluster - The upright portion of the row of supports for a porch railing.

Balustrade A series of balusters surmounted by a rail.

Bay - A regularly repeated spatial element in a building defined by beams or ribs and their supports.

Bay Window - A window projecting outward from the main wall of a building.

Belt Course - A continuous horizontal band, either plain or ornate, which projects from the surface of an exterior wall, separating two stories.

Board and Batten - Vertical siding composed of wide boards that do not overlap and narrow strips, or battens, nailed over the spaces between the boards.

Bond - The general method of overlapping the joints of successive courses of bricks or stones, thereby binding them together to form a wall or other surface. Different patterns may be formed by these joints (e.g., common bond, flemish bond, english bond, herringbone bond).

Bracket - A support element under overhangs; often more decorative than functional.

Canopy - A roof-like projection extending horizontally from a structure, usually over a sidewalk or driveway for protection from sun or rain.

Cantilever - A projecting overhang or beam supported only at one end.

Casement Window - Window with hinges to the side and a vertical opening either on the side or in the center.

Clapboard - A long thin board graduating in thickness with the thick overlapping the thin edges; also known as weatherboard.

Column - A vertical support, usually cylindrical, consisting of a base, shaft and capital, either monolithic or built-up of drums the full diameter of the shaft.

Coping - The capping or top course of a wall, sometimes protecting the wall from weather.

Cornice - The third and uppermost division of an entablature, resting on the frieze and projecting out from it.

Course - In a masonry wall, a single line of bricks or stones.

Double Hung Window - A window with an upper and low sash arranged so that each slides vertically past the other.

Eaves - The overhang at the lower edge of the roof which usually projects out over the walls.

Facade - The exterior face of a building which is the architectural front, sometimes distinguished from other faces by elaboration of architectural or ornamental details.

Fenestration - The arrangement and design of windows in a building.

Flashing - Cooper or other materials used to make weather-tight the joint between a chimney and a roof.

Flat Roof - A roof having only enough slope for drainage, with or without a parapet.

Gable - The triangular part of an exterior wall, created by the angle of a pitched roof.

Gambrel Roof - A roof with a broken slope creating two pitches between eaves and ridges, found often on barns.

Glazed Brick - A brick which has been glazed and fired on one side which results in a shiny finish.

Hardscape - Elements within the landscape which are constructed of impervious material such as brick, concrete, asphalt, or stone. Such elements include paths, sidewalks, plazas, or courtyards.

Hip Roof - A roof with four uniformly pitched sides.

Mansard - A roof with two slopes on each side, the lower slope being much steeper; frequently used to add an upper story.

Masonry - Wall construction of such material as stone, brick, and adobe.

Mullions - The divisional pieces in a multi-paned window.

Parapet - The part of a wall which rises above the edge of a roof.

Pitch - The slope of a roof expressed in terms of a ratio of height to span.

Porch - an outside walking area having the floor elevated more than eight inches above grade.

Portal - The principal entry of a structure.

Rafter - A sloping structural member of the roof that extends from the ridge to the eaves and is used to support the roof deck, shingles, or other roof coverings.

Reveal - The vertical side section of a doorway or window frame.

Ridge - The highest line of a roof when sloping planes intersect.

Sash - The part of the window frame in which the glass is set.

Setback - In architecture, the recessing of the upper part of a facade due to the smaller area of the upper floors. In urban design, the distance a building is recessed from the curb of the street, edge of the sidewalk, or property line.

Shake - Split wood shingles.

Shed Roof - A sloping, single planed roof as seen on a lean-to.

Sill - The exterior horizontal member on which a window frame rests.

Shiplap Siding - Early siding consisting of wide horizontal boards with "U" or "V" shaped grooves.

Slate - Thinly laminated rock, split for roofing, paving, etc.

Soffit - The finished underside of an eave.

B. DESIGN TERMS

Articulation- Describes the degree or manner in which a building wall or roofline is made up of distinct parts or elements. A highly articulated wall will appear to be composed of a number of different planes, usually made distinct by their change in direction (projections and recesses) and/or changes in materials, colors, or textures.

Asymmetry - The balanced arrangement of different elements without a common axis.

Axis - A pivotal point, or line on a plane, around which elements are arranged.

Balance - can be described in terms of symmetrical and asymmetrical elements. An important feature of balance is that it is very often achieved by matching differing elements which, when perceived in whole, appear as a cohesive unit.

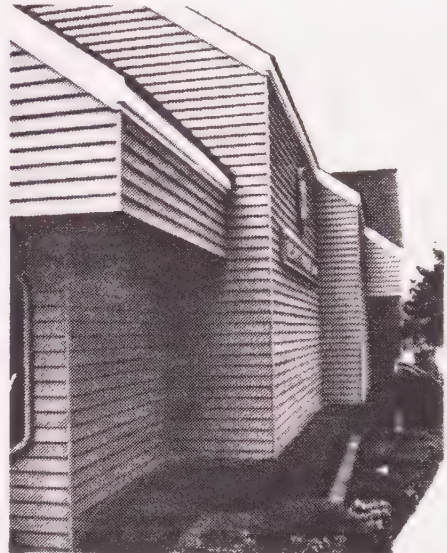
Emphasis - describes the use of elements which call attention to themselves. Emphasis is an important feature in creating balance when using dissimilar elements. Canopies and balconies are examples of elements which, when emphasized properly, can assist in presenting a balanced look.

Emphasis also can be found within strip developments of malls by the location of a more massive or monumental building, such as a major department store. This emphasis provides a directional guide because it creates a point of reference for the users. Emphasis can also be used as a directional element such as the emphasis at a store entrance or mall entrance.

Mass - describes three dimensional forms, the simplest of which are cubes, boxes (or "rectangular solids"), cylinders, pyramids, and cones. Buildings are rarely one of these simple forms, but generally are composites of varying types of masses. This composition is generally described as the "massing" of forms in a building.

During the design process, massing is one of many aspects of form considered by an architect or designer, and can be the result of both exterior and interior design concepts. Exterior massing can identify an entry, denote a stairway, or simply create a desirable form. Interior spaces (or lack of mass) can be designed to create an intimate space or perhaps a monumental entry. Interior spaces create and affect exterior mass, and exterior mass can affect the interior space.

Landscape architects also use massing in design such as in grouping of plants with different sizes and shapes. These areas are intended to be perceived as a whole rather than as individual trees or shrubs. Plant masses can be used to fill a space, define the boundary of an open area, or extend the perceived form of an architectural element.



Articulated building wall

Movement - The apparent directional emphasis of a building facade as indicated by its proportions. Static movement is based on square proportions, dynamic movement is based on rectangular proportions.

Pattern - Things which are repeated such as lines, colors, textures, forms and shapes create patterns based on their repetition. The patterns formed by various materials can add texture to a building. Patterns can also be used to add character, scale, and balance to a building. The lines of wood siding and the many types of brick bonds are examples of how material can be placed in a pattern to create texture. The natural texture of rough wood shingles exhibit texture by the nature of the material and by the pattern in which the shingles are placed.

Proportion - Proportion deals with the ratio of dimension between elements. Proportion can describe height to height ratios, width to width ratios, width to height ratios, as well as ratios of massing. Buildings which do not have a consistent setback from the street, a consistent placement on the lot or a consistent lot size often appear as a mixture of unrelated forms. Landscaping can be used to establish a consistent rhythm along a streetscape which will disguise the lack of proportion in building size and placement.

Rhythm - The regular or harmonious recurrence of lines, shapes, forms, elements or colors, usually within a proportional system.

Scale - is the measurement of the relationship of one object to another object. The scale of a building can be described in terms of its relationship to a human being. All of the components of a building also have a relationship to each other and to the building as a whole which is the "scale" of the components. Generally, the scale of the building components also relate to the scale of the entire building.

The relationship of a building, or portions of a building, to a human being is called its relationship to "human scale". The spectrum of relationships to human scale ranges from intimate to monumental. Intimate usually refers to small spaces or details which are very much in keeping with the human scale, usually areas around 8 to 10 feet in size. These spaces feel intimate because of the relationship of a human being to the space. The distance of 8 to 10 feet is about the limit of sensory perception of communication between people including voice inclination and facial expression. This distance is also about the limit of an up-stretched arm reach for human beings which is another measure of human scale. The components of a building with an intimate scale are often small and include details which break those components into smaller units.

At the other end of the spectrum, monumental scale is used to present a feeling of grandeur, security, timelessness, or spiritual well-being. Building types which commonly use the monumental scale to express these feelings are banks, churches, and civic buildings. The components of this scale also reflect this grandness, with oversized double door entries, 18 foot glass storefronts or two-story columns.

Landscape or hardscape elements can also bring human scale to a large building by introducing features such as a tree canopy, leaf textures, and fragrance. Plants can complement the scale of the architecture, as when large trees are used next to tall buildings, or small trees to accent a building component such as an entry.

Surface Materials - can be used to create a texture for a building - from the roughness of stone or a ribbed metal screen to the smoothness of marble or glass. Some materials, such as wood, may be either rough (such as wood shingles or resawn lumber) or smooth (such as clapboard siding). Surface materials can also help define the scale of a building or space.

Symmetry - The balanced arrangement of equivalent elements about a common axis.

Texture - Texture refers to variations in the exterior facade and may be described in terms of the roughness of the surface material, the patterns inherent in the material or the patterns in which the material is placed. Texture and the lack of texture influence the mass, scale and rhythm of a building. Texture also can add intimate scale to large buildings by the use of small detailed patterns, such as brick masonry.

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